

Cabinet

Monday 10 July 2023

11.00 am

Rooms GO2A, B and C, 160 Tooley Street, London SE1 2QH

Appendices – Part 2

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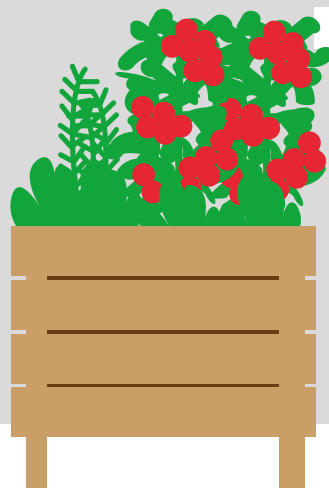
STREETS FOR PEOPLE

LONDON BOROUGH OF SOUTHWARK

Southwark's transport strategy 2023 – 2030

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Foreword

Southwark is one of the most densely populated areas in the country. In other words, we do not have a huge amount of space per person – so the space we do have is precious. Our streets are publicly owned and should be used for the things we most value.

Our Streets for People strategy sets out how we do that, by reclaiming space for our communities to connect and socialise, to make healthy and safe journeys, to support a thriving local economy, and to protect our natural world.

Over 60% of Southwark households do not own a car and 70% of the respondents to our consultation on this strategy told us they want to see less traffic in Southwark. Until now, we have put cars first – we need to change that. This means moving away from an approach that favours cars, to one that frees up space for walking, cycling and public transport. With nearly half of the air pollution in London caused by polluting vehicles, this approach will clean our air and improve our health.

We will also create more green space for all of our communities to socialise and play. Some areas of our borough have very little community space and by reprioritising our space, we can start to change that.

There is a lot of great work already underway to ensure Southwark is a clean, green and safe borough and we have committed a further £12 million to support it. Our Streets for People strategy sets out how we can take the next step together, and do so much more.



Cllr James McAsh

Cabinet member for the Climate Emergency,
Clean Air and Streets



Introduction

Our Streets for People strategy sets out a bold vision and a firm commitment to improve our residents' quality of life, by changing how we all travel and use streets in our borough.

Southwark is facing significant social, environmental and health challenges. We have already seen how these are impacting the daily lives of our residents. We have heard from people in Southwark, and we

know we need to act on climate change, air and noise pollution, as well as our mental and physical health. Transport, and how we choose to travel, is key to how we address these challenges.

Streets for People supports:

- Cleaner air
- Safer and quieter streets with less traffic and fewer accidents
- Healthy travel options like walking, cycling or wheeling
- Greener, and more pleasant spaces for our communities to connect and socialise
- A better place for all who live, work, study and visit here

The Streets for People strategy builds on the Movement Plan that was adopted in 2019 as a response to the Mayor's Transport Strategy. Against the backdrop of a changing world and ever-increasing challenges, we refreshed our strategy and consulted on it as the Sustainable Transport Strategy in December 2022. Following this consultation, we have produced the Streets for People strategy that replaces the Movement Plan. Streets for People will become our guiding strategy and vision for transport and movement in Southwark.



In developing the Streets for People strategy, we have analysed data; engaged with our residents, communities and other stakeholders, and evaluated the impact of current actions and policies. We have also considered insights from research with young people and those with disabilities; recommendations from the Citizen Jury on climate change and the **Southwark 2030 engagement**, which looks at a shared vision for the future of the borough. We continue to work with colleagues from across the council to ensure a joined-up and holistic approach.

60.3%

of people in Southwark do not own a car¹



Polluting vehicles contribute nearly half of the air pollution in London, so we are taking measures to clean up our air – something you have told us is important to you. Southwark’s street layout, parts of which date back centuries, means we often have limited space to support different users and their needs. Most streets are currently designed to prioritise cars, even though most people (60.3%¹) do not own one. To address this, our Streets for People strategy looks holistically at our transport system to balance the increasing needs and demands on space. By shifting the balance away from favouring cars, we can give more space to support walking, cycling, wheeling* and public transport. This will also create new areas for our communities to connect and socialise, more play areas, as well as supporting biodiversity.

The shift from streets for cars to streets for people will reduce damaging air and noise pollution, lower our carbon emissions, increase safety and provide the facilities we all need to help build stronger communities and encourage healthier lifestyles.

***Walking:** foot/pedestrian-based mobility that may incorporate the support of aids to mobility such as stick/s, cane/s, crutch/es, the arm of another person and/or assistance animal/s.

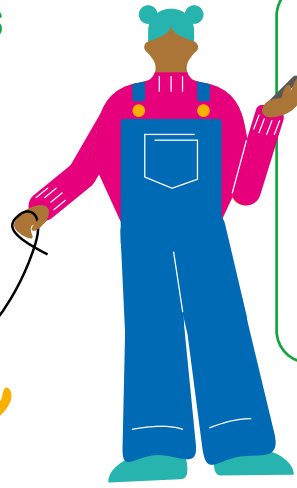
Cycling: incorporates the action of moving at speed on a wide range of pedal-powered wheeled transport that may be powered with hands and/or feet, may transport one or more person, may or may not include e-assist and usually have between two and four wheels.

Wheeling: an equivalent alternative to foot/pedestrian-based mobility. Includes wheeled mobilities such as manual self- or assistant-propelled wheelchairs, including wheelchairs with power attachments or all-terrain attachments (such as the “Freewheel”), powered wheelchairs, mobility scooters (three and four-wheeled) and rollators. Some people rely on their cycle to move (at a pedestrian’s pace) through pedestrianised environments when it is not physically possible to walk/push their cycle. Some people use their cycle as a walking aid, by leaning on it. Some people use e-scooters (with or without a seat), to wheel/scoot through pedestrianised environment if they cannot walk unaided.

Source: Wheels for Wellbeing

What Southwark residents told us

The draft strategy was consulted on for nine weeks, between 6 December 2022 and 5 February 2023. 1,162 individual responses were received plus responses from 10 groups, representing around 3,000 people. Eight organisations also participated in the various workshops.



Over 70% of respondents want to see traffic reduced in Southwark

The key outcomes from the consultation were:

1. There is **strong support for the vision and direction of the strategy**. Tackling climate change through transport and improving the wellbeing of people and communities has a high priority. People told us we should be more ambitious and act with greater urgency.
2. **Over 70% of respondents want to see traffic reduced in Southwark**. Fewer cars, and streets that are designed for people first, are at the heart of the change people want to see.
3. **Making cycling safer, easier and more enjoyable is a significant priority**. There is a consensus amongst respondents that shifting towards more walking, cycling and wheeling is important, especially for children and young people travelling to and from school. To support this, improved cycling infrastructure and more space dedicated to cycling is essential.
4. **People want to feel and be safe when travelling and on their journeys**. Young people and parents in particular highlight safety as a primary concern and barrier to more walking, cycling and wheeling.
5. Over 80% of people who responded to the consultation agree that to act on climate change we need to change our behaviours. **They want to see ambitious and urgent action taken to address climate change**. This is already a significant factor for many of our respondents when choosing how to travel.
6. Respondents told us that they would like more trees, green space and space to play and socialise in. **Greenery is seen as essential to both the wellbeing of people and the planet**. Close to 70% of young people, and over 70% of adults, worry about the impact of poor air quality on their health.
7. Our respondents would like to see **more neighbourhood schemes that reduce traffic** and encourage walking, cycling and wheeling.
8. **Young people want to be listened to and involved in questions that impact their future**. 77% of young people who responded to our survey are worried about the impact of climate change on their future. They call for leaders to take **ambitious and urgent action on climate change so that they have a chance for a brighter future**.

70% of respondents worry about the impact of poor air quality on their health



Our responsibilities

We are responsible for 332 km of streets in the borough which gives us the opportunity to provide more good quality space for people. Where the road is not managed by us we will work and partner with respective landowners to deliver the vision of the strategy. As a council, we have legal responsibilities in many areas, including transport, planning, and public health. They include:

- Ensuring that our work and the design of public spaces reduces and eliminates discrimination against people with protected characteristics, as set out in the Equality Act 2010.
- Ensuring that road networks are managed effectively to support our communities and their movement, improve safety and minimise congestion and disruption to all traffic. This includes pedestrians, cyclists and other road users (Traffic Management Act 2004).
- Maintaining the highway under the Highways Act 1980 (Section 41). Ensuring our streets are safe is our primary concern and we work every day to keep our highway in good condition.



Our Vision

Southwark will be a clean, green and safe borough.

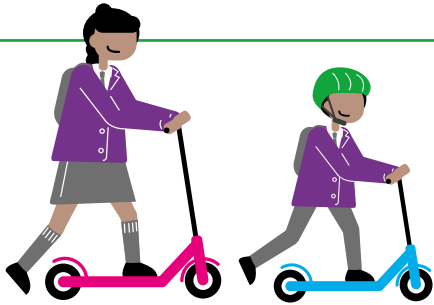
We will reclaim space for our communities to connect and socialise; for safe and healthy journeys; a thriving local economy and our natural world. Fewer cars, vans and lorries will lead to better air quality and a healthier environment.



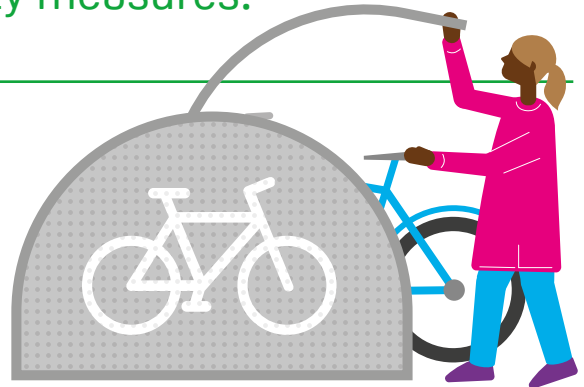
Our Pledges

By 2030, we promise:

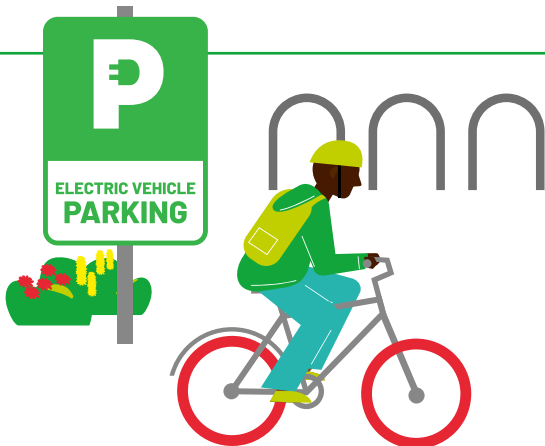
Your home will be within 200m of a safe and pleasant walking route.



Your local school will have a School Street** or other new safety measures.



Your bike will have a place in a cycle hangar within six months of applying.



Your neighbourhood will have parking spaces for cycles, e-bikes, hire cars, electric vehicles and disabled parking.

Your street*** will have improvements to make it cleaner, greener and safer, chosen by you.



** School Streets involve timed road closures to reduce congestion, and therefore air pollution, outside schools, whilst encouraging parents and pupils to walk, cycle, scoot or use other greener ways to get to school.

*** Where the road is not managed by us we will work with respective landowners to deliver this pledge.

Southwark Context

Southwark's diverse community

Home to 307,600 people,² Southwark is a densely populated and diverse inner London borough with residents from a wide range of ethnicities and backgrounds, with over 120 languages spoken.³ Its population has increased above the national average (6.7% between 2011 and 2021) and people over 65 have increased by 15.5%.⁴ This is more than the younger age groups.

Southwark is a patchwork of communities: from leafy Dulwich, to bustling Peckham and Camberwell and the rapidly changing Rotherhithe peninsula. It is one of the greenest boroughs in London, with several large parks and many smaller open green spaces and woodlands.

Population and employment in Southwark are projected to continue growing. The main areas of development are projected to bring about 27,000 new homes and 26,000 new jobs by 2031. This rapid growth in population and the different travel needs of people from all walks of life, coupled with climate change and health crises, are challenging our transport system.

Southwark at a glance

Home to **307,600** people

120 languages spoken

6.7% population increase between 2011 and 2021

By 2031

27,000
new homes

26,000
new jobs



We need a

12%

year-on-year carbon reduction to become carbon neutral by 2030.

Road transport makes up

18%

of the borough's overall carbon emissions

Climate emergency and air pollution crisis

In 2019 the council declared a climate emergency. To reach our commitment to become carbon neutral by 2030 we need a 12% year-on-year carbon reduction. Road transport makes up 18% of the borough's overall carbon emissions.⁵ This means reducing motor vehicle ownership and use, and increasing sustainable transport, are central to achieving this goal.

Road transport not only causes carbon emissions but is also the largest single source of air pollution in Southwark, contributing around a third of PM2.5* emissions.⁶ The impact of poor air quality on people's health is well known and disproportionately affects the most vulnerable in society.

Almost 1 in 10 (9%) of all deaths in Southwark in 2019 were related to NO₂** or PM 2.5 air pollution. Most of this impact was due to PM 2.5 (7% of all deaths).⁷

* Particles or particulate matter (PM) are tiny bits of solids or liquids suspended in the air. Particles originating from road traffic include carbon emissions from engines, small bits of metal and rubber from engine wear and braking as well as dust from road surfaces.

Particles smaller than 2.5 micrometres (PM2.5), can settle in the airway and deep in the lungs and cause health problems. The health effects of particle air pollution have been widely studied, and include premature death and the worsening of heart and lung disease, often increasing admissions to hospital.

Source: London Air

** Nitrogen dioxide (NO₂) is one of a group of gases called nitrogen oxides. Road transport is estimated to be responsible for about 50% of total emissions of nitrogen oxides, which means that nitrogen dioxide levels are highest close to busy roads and in large urban areas.

There is good evidence that nitrogen dioxide is harmful to health. The most common outcomes are respiratory symptoms such as shortness of breath and cough. Studies also suggest that the health effects are more pronounced in people with asthma compared to healthy individuals.

Source: London Air

How people currently travel in Southwark

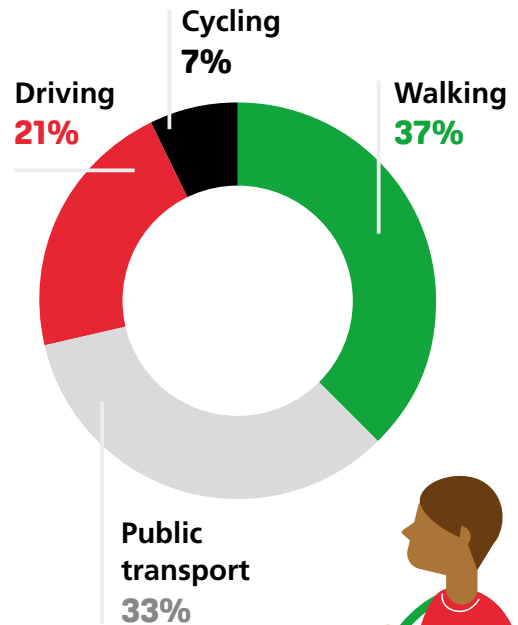
A lot of people in Southwark already walk, cycle, or use public transport. Just four out of ten households in Southwark have a car⁸ and of these, only 22% use it as their main mode of transport.⁹ Looking at the overall share of each mode of transport in the borough, walking is the most common (37%), followed by public transport (33%) of which 16% buses, driving (21%) and cycling (7%).¹⁰ Black, Asian and minority ethnic Londoners are more likely to walk and use public transport than white Londoners.¹¹

Residents tell us that they would like to walk and cycle more, but safety is a key concern and acts as a barrier.

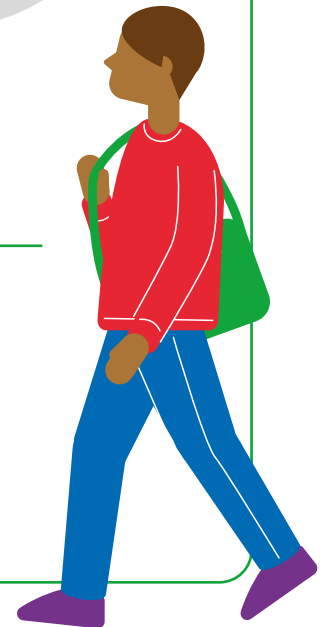
In 2021, 166 people were seriously injured and there were four fatalities on the roads in our borough.¹² Twice as many people were killed or seriously injured per km of road in the most deprived 30% of London than the least deprived 30%.¹³ Approximately 21% of Southwark's population live in communities ranked within the most deprived nationally.¹⁴

Due to poor public transport connections and lack of infrastructure for walking, cycling and wheeling in certain areas of the borough, many people are left with driving as their only option. This has a negative impact on people's health as low activity levels are linked to poor physical and mental health. 13.5% of our residents have one or more disabilities and we know that many of them want to be more active, but for various reasons feel unable to do so. The survey also highlighted the main impairment types for those with a disability, with the largest impairment being mobility.¹⁵

Southwark transport mode share



Asian and minority ethnic Londoners are more likely to walk and use public transport than white Londoners.



1 in 4
children in
reception classes
are overweight
or obese

42.1%
of people in
inner London
experience high
levels of anxiety

The impact of low levels of activity on physical and mental health

Levels of excess weight in Southwark are consistently above London and national levels. Approximately 1 in 4 children in reception classes are overweight or obese. By Year 6 this increases to more than 1 in 3 children.¹⁶ In 2019/20, 50.4% of adults in Southwark were classified as either overweight or obese.¹⁷

Approximately 47,600 adults in the borough suffer from a common mental health disorder and 42.1% of people in inner London experience high levels of anxiety.¹⁸ It is estimated that £1 in every £8 spent in England on long-term health conditions is linked to poor mental health.¹⁹ In addition, in 2021, 7.6% of adults in Southwark reported feeling often or always lonely.²⁰ Our built environment, the way we use our public space, and travel opportunities also impact on social isolation: deprived areas often lack safe, good quality, green community spaces, creating barriers to social engagement. Access to transport is also vitally important in building and maintaining social connections.²¹

Structure of the Strategy

Southwark adopted its **Movement Plan** and **Local Implementation Plan (LIP3)** in 2019. The LIP3 is a statutory document prepared under Section 145 of the Greater London Authority Act 1999 providing Southwark's response to the Mayor's Transport Strategy (MTS) 2018, it replaced the borough's Transport Plan (2011). The Streets for People strategy address the new challenges the borough is facing and replaces the Movement Plan and becomes our guiding strategy for transport in Southwark.

We will continue to deliver the Mayor's Transport Strategy (MTS) objectives and outcomes, while setting more ambitious targets and objectives within a shorter time frame.

We have developed four main themes which correspond to four main priorities and areas of work. The four themes each have objectives to ensure we meet our pledges.

- **Streets for Communities:** Reclaiming space to make it accessible for our communities to connect, socialise and play, in a safe and pleasant environment.
- **Streets for Journeys:** Making healthy and sustainable travel the safest, easiest, quickest and most convenient choice.
- **Streets for the Economy:** Supporting our town centre economies to run efficiently and sustainably, reclaiming space to create high quality environments where people want to spend time.
- **Streets for Nature:** Cleaning our air and reducing the impact of climate change by increasing biodiversity, making our streets greener and more resilient to extreme weather.



Linked strategies

The Streets for People strategy is our overarching transport strategy, which sits underneath national and regional policies such as The Mayor's Transport Strategy and wider Southwark policies such as the Climate Change Strategy and Action Plan and the Council Delivery Plan. In addition, the Streets for People strategy coordinates and aligns with other key Southwark strategies, including (but not limited to):

- Southwark 2030 (draft)
- Air Quality Action Plan (adopted)
- Southwark Plan (adopted)
- Southwark Economic Strategy (draft)
- Joint Health and Wellbeing Strategy (draft)
- Southwark Biodiversity Action Plan (adopted)
- Sport and Physical Activity Strategy (adopted)

In support of the Streets for People Strategy, further documents are being developed for specific areas. These include:

- Walking plan (consultation in summer 2023)
- Cycling plan (consultation in summer 2023)
- Electric Vehicle plan (consultation in summer 2023)
- Freight plan (due in 2024)
- Highways Carbon Management plan
- Streets for People Delivery Plan (due 2024) including ward/neighbourhood priorities
- Streets for People ward profiles
- Interactive Streets for People map for the borough



Principles for Delivering Streets for People

- To design streets and public transport that works for everyone we will ensure older and younger people, women, Black, Asian and minority ethnic communities, SEND groups, carers, traders and any other underrepresented groups all have a full say. We will embed the social model of disability and include the views and expertise of a wide range of voices representing those with disabilities when designing schemes, to ensure all future schemes are delivered with accessibility at their core.
- We will put equity at the heart of what we do to make sure each action will take everyone's needs into account, providing a solution that is safe, accessible, affordable and fair to all. We will use our Equity Framework to help identify and prioritise interventions in areas that need it the most.
- We will engage with Southwark's communities according to our **Approach to Community Engagement** with a focus that the proportion of responses to consultation and engagement should reflect the borough's demographics.
- We will work collaboratively with rail companies, other council departments, neighbouring boroughs, Transport for London, the Greater London Authority and other professional bodies to coordinate objectives and delivery, share learning and work, and manage budgets.
- We will work with our stakeholders, businesses and interest groups to increase collaboration and explore new ideas and ways we could work together to deliver the strategy. We will use data and new technology to make evidence-led and informed decisions, to improve our services and monitor progress towards our targets. We will share data and insights in a clear and transparent way.
- We will communicate in a clear and consistent way, engaging residents, communities and stakeholders; asking residents for their views on what is implemented in their neighbourhood; raising awareness about proposed changes to improve air quality and create safer, greener spaces on our streets; supporting behaviour change interventions to encourage healthy ways of travel.



Streets for Communities

Reclaiming space to make it accessible for our communities to connect, socialise and play, in a safe and pleasant environment.



Objective 1. Reduce the need to own or use a car

We need to recognise that the reason our streets are geared towards cars is that cars can often be the only feasible option. Before space is taken away from cars for other uses, it is important that those who use their cars as the principal mode of travel have other travel options and are not left disconnected. To make more space available for sustainable transport and communities, we need to reduce the need to own or use a car

Much of the rest of this strategy highlights how we will support alternatives to using a car such as walking, cycling, wheeling and using public transport. This will include prioritising space for pedestrians and cycle parking in town centres and reducing traffic in residential areas. We will always make sure that access and parking is available for those who genuinely need it.

We will also support car clubs so that car journeys can be taken without individual ownership of a car. As cars are often unused 96% of the time,²² car clubs can support the needs of many drivers while taking up much less space. We will work with car club providers to make sure vehicles support the needs of all users, including those with mobility needs or travelling with small children.

The actions below show how we will reduce the need to own or use a car, and how we will create space on our streets. The other objectives explain how we will reclaim this space for community benefit.

What we will do

- 1.1** Reduce the proportion of journeys by car from 21% to 13% by 2030, to contribute to the Mayor's target of reducing overall traffic by 27% by 2030.
- 1.2** Reduce the number of vehicles owned by 10% by 2030.
- 1.3** Engage with communities on how to implement parking permits across the borough by 2024 and conduct ongoing reviews of charging structures.
- 1.4** Prepare a long-term borough-wide traffic plan by 2024. This will show how we plan to reduce traffic volumes in residential and retail areas, while maintaining through routes and necessary access by car for those who need it.
- 1.5** Deliver at least nine new Streetspace schemes by 2030.
- 1.6** Provide every household with an alternative to owning a private vehicle, such as car clubs, within five minutes' walk, by 2030.
- 1.7** Provide disabled bays to fulfil demand and provide alternative help for disabled people who don't own a car or drive such as storage for other types of small vehicles (e.g., adapted cycles, mobility scooters, etc).
- 1.8** Consider noise pollution in our assessment of new projects in accordance with Defra's Noise Action Plan. Identify noise pollution hotspots and introduce traffic calming and design measures to reduce noise levels.



Objective 2. Create good quality space that is accessible for all people

Our streets must be accessible to everyone, regardless of their needs. Yet the quality of our pavements remains a barrier to people walking or wheeling more. Nearly one in three adults over 65 are prevented from walking or wheeling more or at all on their local streets because of cracked and uneven pavements; 48% of older adults say they would walk more if pavements were better maintained.²³ Many junctions in Southwark still lack dropped kerbs or level crossing points, making them difficult or impossible for people with mobility issues or those pushing a pram or in a wheelchair to navigate.

Poor quality pavements encourage more people to drive and isolate those who don't. We will improve existing pavements and make sure the new schemes we deliver make pavements inclusive and accessible for all. We will prioritise the needs of pedestrians so that they always feel welcome, safe and comfortable, whatever their needs.

What we will do

- 2.1** Improve road safety to reduce trips and falls and respond to the needs of street users who are more vulnerable on uneven surfaces by continuing to respond to at least 95% of maintenance call-outs on time.
- 2.2** Maintain 93% of streets in a good state of cleanliness.
- 2.3** Provide for pedestrian comfort by delivering a place to rest every 100 metres and providing water fountains at convenient locations.
- 2.4** Deliver on our Equal Pavements Pledge by working with older people, those with disabilities and people with limited mobility to address problems that stop Southwark's streets from being accessible for everyone.
- 2.5** Ensure we maintain the minimum pavement clearance required by legislation by enforcing the terms of licenses and moving or replacing waste bins and street furniture where necessary. We will locate new street furniture in the carriageway to avoid restricting pedestrian access.
- 2.6** Wherever possible we will increase the pedestrian path to 2.4 metres, or more than four metres in busier areas, so that pedestrians can always pass each other easily, even if they are pushing a pram or using a wheelchair.
- 2.7** Redesign junctions to ensure a level route and to reinforce pedestrian priority. Deliver new crossings along pedestrian desire paths.
- 2.8** We will update **Southwark Streetscape Design Manual** to reflect these design changes and make sure that welcoming and accessible streets are delivered as part of new development and highway maintenance.



Objective 3. Reclaim, reallocate and repurpose public land for community use

Walking, cycling and public transport take up a fraction of the space that cars use. As people switch to these other modes, we will have extra space on our streets that won't be needed to support journeys. We will use this space to benefit the whole community.

75% of London parents agreed it is important for children to play outside. And while 60% said they would allow their children to play outside more if there were more safe places to do so, 79% said such places didn't exist.²⁴ More than three-quarters of Southwark's residents live in flats or maisonettes,²⁵ many of which have neither private nor communal gardens. As well as making it safer for children to go outside, reducing traffic will allow us to deliver many more small parks and play facilities close to where people live.

Over the periods of lockdown during the past few years, people found a sense of community and building relationships with neighbours became more important to them. We want to repurpose street space to give communities pleasant spaces where they can come together and create a sense of belonging.

What we will do

- 3.1** Deliver street improvements to make it cleaner, greener and safer, with an opportunity for you to help us shape them based on local needs.
- 3.2** Work with residents to define, deliver and care of these spaces to make them a place that belongs to the community.
- 3.3** Promote and deliver our Cleaner Greener Safer (CGS) schemes. CGS schemes are local grants for minor schemes such as playground renovations, upgrades to sports facilities, new cycle parking, tree planting, fencing and lighting improvements that people can apply for.
- 3.4** Work collaboratively with Planning Policy colleagues, other council departments, and developers to ensure the Streets for People vision is embedded in the delivery.
- 3.5** Expand and simplify the programme of timed road closures for play streets, street parties and markets. We will extend timed closures to other locations such as railway stations, town centres, local shopping parades during festivals. Ensure closures are arranged and scheduled in collaboration with waste and other essential services to maintain access at specific times.



Streets for Journeys

Making healthy and sustainable travel the safest, easiest, quickest and most convenient choice.



Objective 4. Improve safety and security for everyone using our streets

In 2022, over a thousand people were injured on our streets in road traffic accidents, and three people died. 54 of those injured were children, of which seven were seriously injured.²⁶ A majority of those seriously injured were pedestrians and cyclists. While decades of safety improvements have made cars safer for their occupants, they continue to present a danger to other road users.

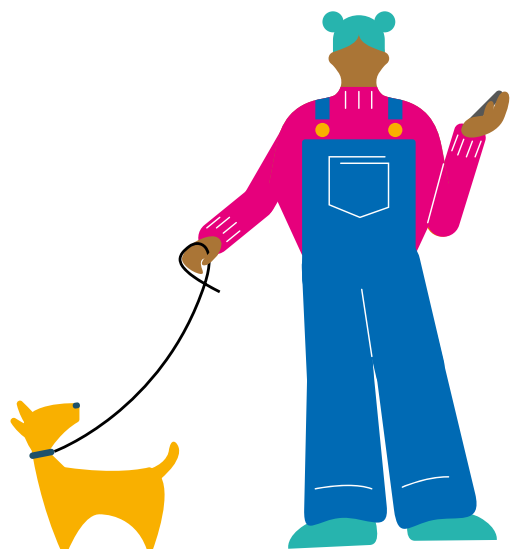
The threat of death and injury is a significant barrier to encouraging more people to cycle. Nearly two-thirds of people in the UK don't cycle because they think it is unsafe.²⁷ In Southwark, more than half of people identified safety as the main barrier to cycling more.²⁸ We can't expect people to get out of their cars and walk and cycle more if they don't feel safe doing so.

People make mistakes. If we are going to reduce the danger on our streets, we need to design them to reduce the impact these mistakes have. This means reducing speed and improving visibility, and making sure drivers respect the rights of other users on the street.

Cars are not the only reason people feel unsafe on our streets. 60% of women identified that they do not feel safe walking at night.²⁹ Feeling vulnerable forces people into cars or keeps them at home. We will improve lighting and the way we design public spaces to make sure people feel safer when they walk or cycle.

What we will do

- 4.1** All schemes to adopt Vision Zero principles so we can reduce the number of people killed or seriously injured on Southwark's streets to zero. Ensuring safety is at the forefront of the design of all Highways schemes and working with the police and TfL to deliver targeted road safety enforcement, education and training programmes.
- 4.2** Install new crossings, with clear visibility at locations where people want to cross the street. These will be signal-controlled where there are still high levels of road traffic.
- 4.3** Junctions will be designed to make sure there is no space to park, to protect sightlines and pedestrian routes.
- 4.4** Review speeding hotspots and introduce effective traffic calming interventions to slow vehicles down. We will address three of the sites with the worst speeding issues each year.
- 4.5** Design streets and public spaces so they feel safe to all users at all times. We will create spaces with natural surveillance, good visibility and good lighting to reduce opportunities for crime by upgrading all street lighting and CCTV in the borough.
- 4.6** We put safety at the forefront of street design and will listen to the most vulnerable groups to understand why they feel unsafe, and what we can do to address this.



Objective 5. Make walking, cycling and wheeling easier

Reducing the space given to cars alone is not enough to make other types of journeys easier. We need to provide the facilities and infrastructure needed to support people of all abilities and backgrounds who want to walk, cycle or travel actively in some other way.

Disabled people are twice as likely to be physically inactive (43%) than non-disabled people (21%),³⁰ and many are dependent on cars. This is despite earning less on average. But many have no choice, as our walking/wheeling and cycling infrastructure does not meet their needs. It often fails to meet the needs of those travelling with children, or carrying heavy loads, such as delivery and trades people, or those going shopping. Many of these journeys could be done on foot or by bike, if our pavements and bike lanes were wide enough, and if parking accommodated different types of cycles. Electrically-assisted bikes also reduce the physical effort required to cycle, making it accessible for more people.

Alongside a lack of infrastructure, cost is also a barrier to taking up more walking, cycling and wheeling. In a borough the size of Southwark, cycling is often the quickest way to make a journey. It is also often the cheapest, apart from walking, in the long-term. Unfortunately, it often requires an upfront cost, which can put people off. Cycle and scooter hire schemes let people access these without the upfront cost.

What we will do

- 5.1** Aim to have 87% of journeys made walking, cycling, wheeling or by public transport by 2030.
- 5.2** Deliver a mobility hub to support walking, cycling and wheeling in every neighbourhood by 2030. These will include facilities to support walking, cycling and wheeling, such as places to rest, maps to help navigate, and places to park, hire and maintain bikes.
- 5.3** Publish walking and cycling plans by 2024 that provide more detail on how we will remove affordability and accessibility barriers to walking, cycling and wheeling and deliver on these pledges.
- 5.4** Produce a grid of wide, safe, fully accessible, and interconnected walking/wheeling routes within 200 metres of every home. We will make sure every street is accessible for all pedestrians.
- 5.5** Complete a borough-wide signposted cycling network that connects directly to major destinations and passes within 400 metres of every resident. Provide safe access to this network from every home and business.
- 5.6** Work with TfL and Tower Hamlets to explore options for a pedestrian and cycle crossing between Rotherhithe and the north bank of the Thames to improve active travel connections.
- 5.7** Design new routes and update existing routes according to our Accessible Cycle Tool, which ensures that cycle facilities work for all types of cyclists on all types of bikes.
- 5.8** Continue to deliver free cycle training for a minimum of 3,000 children and adults per year.
- 5.9** Deliver a minimum of 1,000 cycle hangars to provide secure parking by 2026. Expand the programme to support all types of bikes.
- 5.10** Reallocate space and provide additional motorcycle and cycle hire parking where required.



Objective 6. Make walking, cycling and wheeling easier for children and young people

Giving every child the best start in life is key. What happens in the early years has lifelong effects on many aspects of well-being from obesity, heart disease, and mental health to educational achievement and economic status. Establishing healthy habits at a young age makes them much easier to stick to in later life.³¹

The NHS recommends that all children get at least an hour of physical activity daily. Children with additional needs, such as those with autism and learning disabilities, may have even greater need for outdoor and physical activities,³² however they also face a more hostile environment, due to increase sensitivity to noise, crowding and clutter.

In Southwark the proportion of primary-aged children travelling actively to school is increasing with 6 out of 10 under 12s walking, scooting or cycling to school.³³ To encourage more children to travel actively we need to provide safe spaces for children to and around schools.

What we will do

- 6.1** All schools to have a school street by 2026, where this is not possible provide other measures to create safer and more pleasant environments outside of schools.
- 6.2** Increase the number of schools with TfL STARs Silver accreditation by 7 and Gold accreditation by 5 schools or nurseries each year to 2030.
- 6.3** At least 70% of children who participate in Hands Up Surveys to travel actively to school by 2030.
- 6.4** Create walk, cycle or scoot to school maps for all schools in the borough and support supervised journeys to school along these routes.



Objective 7.

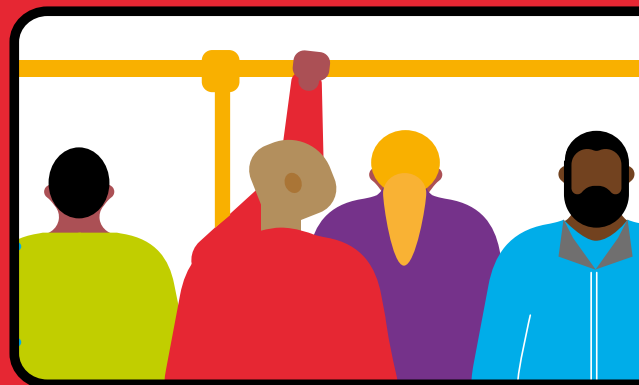
Work with rail operators, TfL and other transport operators to make public transport safe, accessible, and reliable

Buses are an essential part of navigating Southwark; the borough has the second highest bus usage rate in London with more than 116,000 daily trips.³⁴ At one point or another, when travelling in and around the borough, many people will need to get a bus to their desired location. The most vulnerable depend on buses more; 58% of disabled people, 66% of children, 65% elderly and 65% of Londoners from ethnic minority backgrounds use buses.³⁵

One reason for this is that 11 of the 18 rail and underground stations in Southwark are inaccessible to those with mobility issues and need investment, and train journeys are more expensive than buses. This often means buses are the only accessible form of transport for many within the borough. However, bus services can become inaccessible when the right conditions are not met. This includes, bus stops not being level or not having the right facilities, buses being crowded or the frequency and schedule doesn't meet peoples' needs.

What we will do

- 7.1** Explore possible bus operation improvements in every Highways scheme on a bus route to deliver the Mayor's target of increasing bus speed by 15% by 2030.
- 7.4** Work with TfL, Network Rail and rail operators to deliver step-free access at stations within the borough. Deliver easy, clear and level interchanges between bus routes and between buses and other public transport.
- 7.2** Review the design of bus stops and bus stands on the carriageway to improve accessibility and boarding, minimise delays and conflicts between buses to make bus travel simpler, more comfortable and more accessible.
- 7.5** Work in collaboration with TfL and neighbouring boroughs to deliver TfL's Bus action plan to enhance bus services in areas which are currently less served.
- 7.3** Improve lighting at all bus stops and interchanges, especially along 24-hour routes. Create social public spaces around station entrances and bus stops to enable natural overlooking and make people feel safer while waiting and interchanging.
- 7.6** Work with TfL and neighbouring boroughs to continue to make the case for Bakerloo line extension and Camberwell station reopening. Explore opportunities for other public transport interventions that will improve travel opportunities in Southwark.



Streets for the Economy

Supporting our town centre economies to run efficiently and sustainably, reclaiming space to create high quality environments where people want to spend time.



Objective 8.

Increase footfall and dwelling time in town centres by making them a nice place to be and easy to get to

Places where people come together, such as our town centres, workplaces, and hospitals, should put people first. We need to create more space, make movement easier and provide a safe and more pleasant environment for people to spend time in.

Improving our public spaces has the potential to really boost the local economy. Whilst car owners tend to spend more in a single trip, people who walk to go shopping spend £147 more per month than those travelling by car.³⁶ High streets are more than just places to shop, they are also social spaces, and nearly half of people surveyed said they use them for social and community reasons.

TfL research into improving spaces shows that when the public realm is improved, it can lead to a 96% increase in static behaviours such as standing and sitting as well as a 93% increase in active behaviours such as walking.³⁷ The largest increase of 216% was in relation to leisure behaviours, classified as stopping at a café or on a bench.³⁸ Leisure behaviour is closely tied to quality of space. Where there are pleasant, green community spaces, people want to stay.

Cycle parking delivers five times the retail spend per square metre than the same area of car parking.³⁹

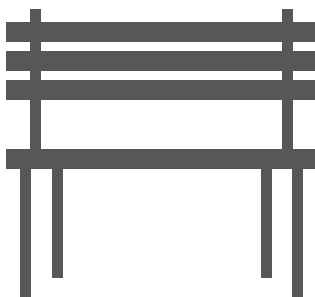
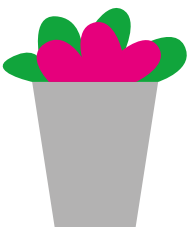
People who walk and cycle take more trips to the high street over the course of a month with pedestrians doing double the trips compared to drivers.⁴⁰

Internet shopping is encouraging many businesses to change into becoming part of the experience economy, which includes everything from culture to hospitality, the arts, and education. This is likely to play an increasing role in high streets and town centres. Many businesses in the experience economy require and benefit from wider pavements and spaces.

Emerging types of businesses on the high street are: cycle shops, co-working spaces, circular economy shops, community uses, local produce, wellbeing, café culture, workshops, and arts. We will make all high streets desirable places to be and spend time, boosting local economies and supporting communities.

What we will do

8.1 Work collaboratively to deliver the Economic Strategy and explore how transport and street design can help improve the local economy. Help businesses thrive by making the public realm more attractive and create space for permanent or pop-up activities.



8.2 Make all shopping areas pedestrian friendly and safe with slow or low traffic roads that are easy to cross and explore options to pedestrianise areas in our town centres.

8.3 Increase or maintain footway width of four meters in town centres, where possible.

8.4 Install enough parking for all types of cycles so everyone can comfortably cycle to town centres by 2030. Lobby large retail sites to do the same, so that the amount of cycle parking at least matches the amount of car parking.

8.5 All town centres to have cargo bike hire available by 2030.

Objective 9. Reduce the impact of freight on our streets and support business to operate sustainably and efficiently

TfL estimates that large goods vehicles (LGV) movements are expected to grow by 22% by 2031.⁴¹ This is in line with projections for London's population and employment growth. It also links to changing consumer behaviour, with the rise in online shopping and home deliveries.

At least a quarter of delivery and service trips by vans and lorries in towns and cities could be replaced by cargo bikes.⁴² Longer distance freight movements could be replaced by trains and boats.

By encouraging freight consolidation and providing hubs, we can reduce the number of vans on residential roads whilst also reducing pollution. We will provide space for servicing and delivery vehicles commensurate with the local context. We will push solutions that use less space as well as supporting cycle freight and parcel lockers/click and collect instead of home deliveries.

Businesses using cycle freight save between 39% and 64% on delivery costs.⁴³

What we will do

- 9.1** Develop and deliver a Sustainable Freight and Last Mile Delivery Hubs Plan by 2024 that prioritises areas of greatest need and potential.
- 9.2** Support local businesses to switch to cargo bikes and sustainable freight methods to reduce congestion and reliance on larger vehicles and to increase year-on-year proportion of commercial deliveries using low- and zero-emission vehicles.



Objective 10.

Manage the road network to avoid congestion and reduce disruption caused by construction and roadworks

We have an obligation to ensure our roads are managed effectively to improve safety and minimise congestion and disruption to all traffic, which includes pedestrians, cyclists and other road users.

The efficient movement of people and goods is a necessity and traffic congestion negatively impacts the borough's economic growth. Traffic on London's roads costs London's economy £5.1bn per year.⁴⁴

Congestion impacts everyone, not only drivers. It causes delays on buses, and creates a hostile environment for walking, cycling and wheeling. It creates an unsafe environment and leads to damaging noise and air pollution.

Highways and utility works and construction can worsen congestion and need to be managed carefully to avoid traffic displacement. The main areas of development in Southwark will result in 27,000 new homes. Increased construction traffic will need to be managed in terms of numbers, routes and timings.

As we reallocate the space on our streets we need to bear in mind the potential future impact of construction and other works. We need to make sure our road network is resilient enough that we fulfil our obligation to keep traffic moving.

What we will do

- 10.1** Manage highway and utility works to ensure that walking/wheeling, cycling and bus routes remain safe, remain safe, uninterrupted, fully accessible, segregated and open in both directions.
- 10.2** Where pavements and cycleways are disrupted due to utility works, we will insist upon a high standard of remedial works that will be enforced to ensure the safety of all future users.
- 10.3** Continue to require developers and contractors to register with the Considerate Constructors Scheme.
- 10.4** Require, check and enforce Construction Management Plans (CMP) to reduce construction traffic and keep our road network safe. Make sure CMPs consider cumulative impact and avoid construction traffic during times and in locations of high walking, cycling and wheeling, and that they explore alternatives to road traffic wherever feasible.
- 10.5** Explore possibilities around waste management to free up space, reduce clutter and improve the efficiency of large vehicles, reducing need for trips on residential streets.
- 10.6** Support alternative approaches to servicing and utilities maintenance in new developments that do not rely on large vehicles and expensive and disruptive road works.



Streets for Nature

Cleaning our air and reducing the impact of climate change by increasing biodiversity, making our streets greener and more resilient to extreme weather.



Objective 11. Reduce emissions from transport and improve air quality

Air quality in London must be improved. By reducing emissions from transport, we can do this.

Motor vehicles are responsible for more than half of air pollution in cities. Almost 1 in 10 (9%) of all deaths in Southwark in 2019 were related to NO₂ or PM_{2.5} pollution. Most of this impact was due to PM_{2.5} particulate pollution (7% of all deaths).⁴⁵ Road traffic also makes up 18% of the borough's overall carbon emissions.⁴⁶ We need to reduce this to zero to achieve our commitment to be carbon neutral by 2030.

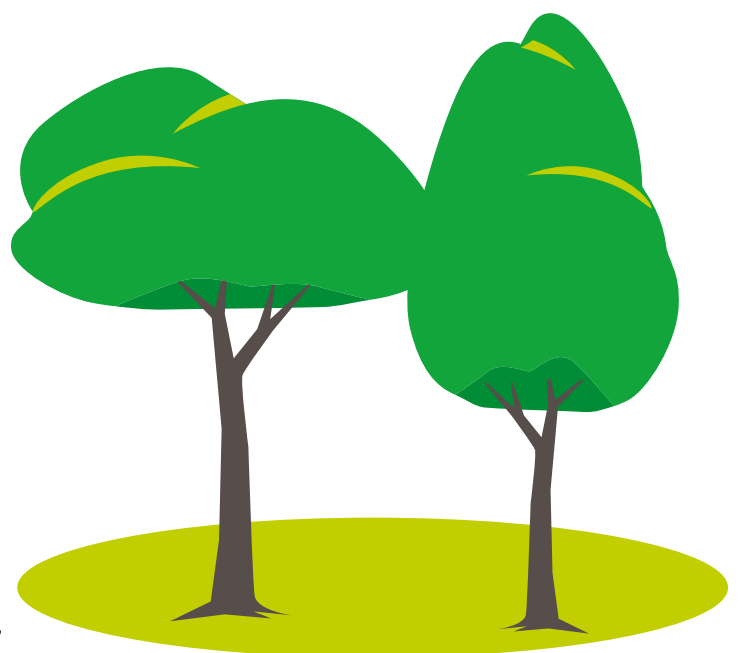
The Ultra Low Emission Zone (ULEZ) extension covers areas of the borough and helps with the shift towards greener modes of transport. Since its introduction in 2019, NO₂ pollution has fallen by 26% and PM_{2.5} levels by 19%. Congestion has also improved, as in October 2022 there were 47,000 fewer vehicles within the zone than when it was first introduced.⁴⁷

A lack of EV infrastructure and inadequate charging facilities is partially responsible for slower uptake of EVs. Charging cables being used across pavements reduce accessibility for street users and removing gardens reduces natural drainage areas. The additional areas of non-permeable paved space this creates increases the risk of surface water flooding.

Particulate matter can be reduced by changing the types of vehicles used and minimising their use. 10% of particulate matter emissions come from tyre and brake wear and therefore EVs are still polluting vehicles.⁴⁸ Their increased weight (on average 25% heavier than a normal car) can cause greater injuries in collisions and increased road wear. Therefore, the transition to EVs should only form a limited part of the solution where vehicle trips are essential.

What we will do

- 11.1** Reduce transport carbon emissions to net zero by 2030.
- 11.2** Reduce air pollution from transport by delivering the objectives and actions set out in the Air Quality Action Plan.
- 11.3** Provide support for the transition to electric vehicles for essential trips by delivering the objectives and actions set out in the emerging EV plan. EV infrastructure will be located strategically. Charging infrastructure will consider use by a wider range of vehicles smaller and larger than cars where technically possible.
- 11.4** Support the London Mayor to extend the Ultra-Low Emission Zone across the whole of Greater London and London-wide SMART Road User Charging (as is being investigated as part of the current ULEZ expansion consultation).
- 11.5** Develop and deliver the Highways Carbon Management plan to reduce carbon emissions from Highways schemes and provide a properly-managed biodiverse environment and more patches of unpaved ground that can function as a carbon sink.



Objective 12. Make streets greener and more resilient to extreme weather

As the effects of climate change deepen, transport systems and the borough's street environment will need to become more resilient and adaptable to the weather variations. Climate change will increase extreme weather events which will, in turn, impact our movement and health. Heat waves and cold snaps affect both the transport services and user experience on the services as current transport infrastructure is not designed to withstand extreme high temperatures.

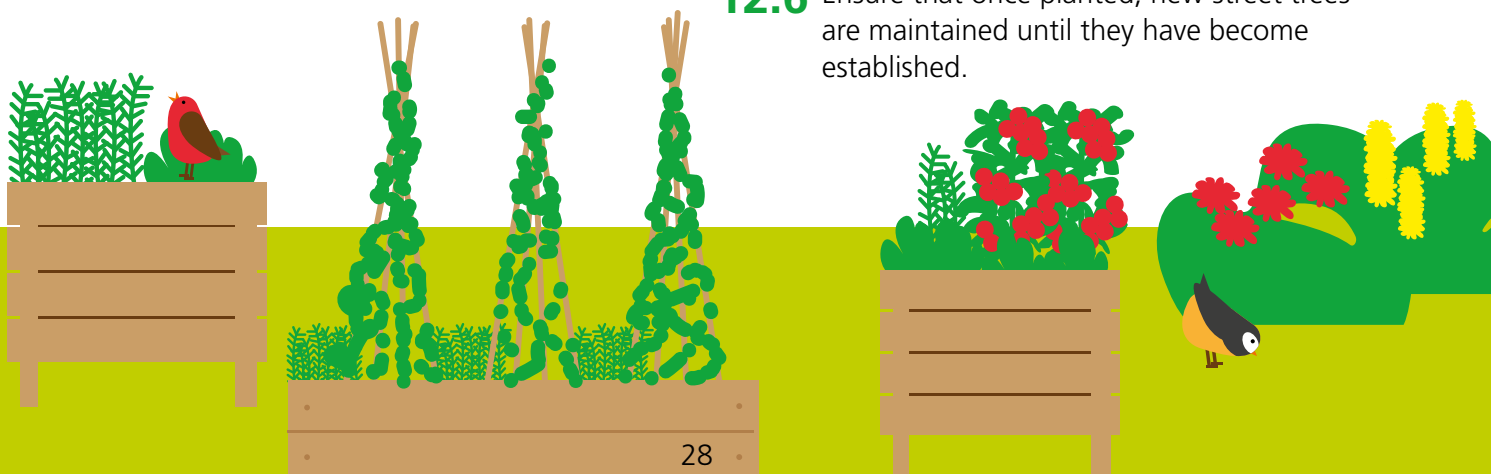
Flooding can have an adverse impact upon the transport network and how people are able to get around. Bermondsey, Borough, Bankside and Rotherhithe are all at risk of river and tidal flooding. The drainage network is unable to cope with intense storms and paved spaces cannot absorb water which leads to surface water flooding, particularly in low-lying areas like Camberwell and Peckham.

In 2021, Southwark had 67,195 trees providing a 17.2% canopy cover across the borough. With increased extreme weather events likely due to climate change, increased canopy cover and more green infrastructure can provide larger shaded areas for residents to seek refuge from increased temperatures.

It is challenging to create Sustainable Drainage Systems (SuDS) or plant more trees on our pavements as most were not designed to accommodate trees. Their presence impacts on our two-metre standard. This width is required to reduce congestion so that pedestrians can pass each other, walk side-by-side and use a pram or wheelchair. Our priority is to improve walking, wheeling and cycling to reduce driving as the most effective way to reduce air pollution and tackle climate change.

What we will do

- 12.1** Design streets to protect people from adverse climate change effects (e.g. provide shade, shelter, cooling oases, wind shields, water fountains, sitting areas and anti-slip surfaces) and make them benefit from positive effects (e.g. south-oriented outdoor sitting and benches, playful and educational rain gardens).
- 12.2** Reallocate space for additional tree planting, parklets and greening on the highway. At least 10% of every Highways scheme footprint should be dedicated to planting and nature-based solutions.
- 12.3** Make Southwark the first inner London council to have over 100,000 trees by planting at least an additional 20,000 trees.
- 12.4** Develop a programme for implementation of SuDs by 2024.
- 12.5** Design streets in a way that they have a low carbon footprint and help regenerate natural ecosystems - including soil, water, air, temperature, biodiversity, edibles, wildlife habitat, food and compost - through choosing the right permeable surfacing, plants, and street furniture.
- 12.6** Ensure that once planted, new street trees are maintained until they have become established.



Monitoring and Reporting

We will monitor the delivery and targets of the Streets for People strategy through a set of indicators and will be reported in annual reports available on the website.

We will continuously explore new additional data that might become available to measure the progress of this strategy, and wherever more data is available it will be presented in the annual report.



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Consultation Report

Sustainable Transport Strategy*

June 2023

*Now known as Streets for People



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Executive Summary

Background

Since the adoption of Southwark's Movement Plan in 2019 the world and Southwark have experienced significant change. In March 2019 the Council declared Climate Emergency, bringing sustainability to the forefront. The COVID-19 pandemic had a profound impact on everyday life and movement, further revealing inequalities in our society. Southwark's response to Black Lives Matter, Southwark Stands Together, emphasises a continued focus on fairness and equity in all work.

For all these reasons, a full review and update of the Movement Plan was needed. The purpose was to respond to these shifts in society and ensure consistency with the emerging strategies, such as the Climate Change Action Plan, Air Quality Action Plan, Electric Vehicle Strategy, Controlled Parking, Low Traffic Southwark, Vision Zero, and council targets such as carbon reduction.

The Sustainable Transport Strategy has now been renamed the Streets for People Strategy – we will be engaging further on the strategy later in 2023.

Consultation Approach

The Sustainable Transport Strategy consultation was launched December 6 2022 and ran until February 5, 2023.

It asked for residents, communities and stakeholders' views on our vision, and about their priorities for the plan. It gathered insights into people's behaviours, values, and motivations when choosing how to travel and their experiences. It also built on insights from the pre-engagement phase and tested whether these insights applied to a larger sample size.

One of our key objectives was to widen participation, reaching people we normally do not engage with and lower barriers to engagement. We aimed for the responses to reflect borough demographics. To achieve this we attended coffee mornings at primary schools to reach parents in Peckham, conducted in person surveying at Walworth Library and promoted the online survey via partner organisations and their networks.

We particularly wanted to engage with young people and create space for them to feel heard and have a say. Thus we developed a survey for them which received a warm response.

Identifying opportunities for further collaboration and co-delivery with our stakeholders, community groups, and organisations was also important. We hosted an in-depth stakeholder workshop and attended several stakeholder-led meetings as well as welcoming group consultation responses.

Who did we reach?

We received 10 group responses representing about 3,000 members/people with a relationship to and interest in Southwark. Additionally, 8 organisations participated in the stakeholder workshop.

We received 1162 individual responses to our surveys, of which 870 people responded to the Consultation Hub survey and 292 people responded to the youth survey.

Overall we reached people of all ages and the respondents' profile was fairly representative of the Southwark population. People aged 25 – 44 was the largest group to respond comprising of 29.5%. However, this is still less than the 39.5% that make up our population. We saw a great turnout among people aged 10 – 24, a group we normally do not reach, with 20.1% of respondents, which is proportionate to 18.8% in the overall population.

The responses were almost equally balanced between genders with 43% of respondents identifying as female and 40% identifying as male. 16% identified as other or did not provide an answer.

The respondents to our surveys were predominantly of White ethnicity with 69%, meaning that this group was significantly overrepresented compared to the 51% that make up the Southwark population.

This meant that we saw low response rates amongst people of Black, Asian, mixed or multiple, and other ethnic backgrounds. This was particular significant amongst Black ethnicities that comprise of only 6% of responses compared to 25% of the Southwark population. Similarly, only 4% of responses were given by people of Asian ethnicity despite comprising 10% of people in Southwark. Notably, 13% chose not to declare their ethnicity.

The largest proportion of respondents to the Consultation Hub survey (27%) stated that they live in Dulwich, followed by Peckham (14%) and Walworth (11%). The majority of respondents to the youth survey said that they live and/or study in the borough.

Consultation findings

These findings capture the themes and insights from across our consultation activities. They frame the essence of what change our respondents say they would like to see in Southwark and the motivations for it.

1. There **is strong support for the vision and direction of the strategy**. Tackling climate change through transport and improving the wellbeing of people and communities has a high priority. Stakeholders told us we can be more ambitious and act with greater urgency.
2. **Over 70% of respondents want to see traffic reduction in Southwark**. Fewer cars, and streets that are designed for people first, are at the heart of the change people want to see.
3. **Making cycling safer, easier and more enjoyable is a significant priority**. There is a consensus amongst respondents that shifting towards more active travel is important, especially for children and young people travelling to and from school. To support this, improved cycling infrastructure and more space dedicated to cycling is essential.
4. People want to feel and be safe when travelling and on their journeys. Young people and parents in particular highlight **safety as a primary concern** and barrier to more active travel.
5. Over 80% of people who responded to the consultation agree that to act on climate change we need to change our behaviours. **They want to see ambitious and urgent action taken to address climate change**. This is already a significant factor for many of our respondents when choosing how to travel.
6. Respondents told us that they would like more trees, green space and space to play and socialise in. **Greenery is seen as essential to both the wellbeing of people and the planet**. Close to 70% of young people, and over 70% of adults worry about the impact of poor air quality on their health.
7. Our respondents would like to see **more neighbourhood schemes** that reduce traffic and encourage active travel and community belonging.
8. **Young people want to be listened to and involved** in questions that impact their future. 77% of young people who responded to our survey feel worried about impact of climate change on their future. They call for leaders to take **ambitious and urgent action on climate change so that they have a chance for a bright future**.

Next steps

We have listened to the feedback from this consultation and used this, alongside our existing Climate Change and Air Quality Strategy to develop our Streets for People Strategy.

We have taken forward the strong support for the overall direction of the strategy to develop the final version to be presented to Southwark's Cabinet.

We have developed a series of sub-strategies which will include concise and specific pledges in areas such as cycling infrastructure and electric vehicle charging.

We will carry out further engagement on these sub-strategies.

We will carry out an extensive programme of communication and engagement to ensure Southwark residents are aware of the Streets for People strategy and have a chance to contribute to how it is implemented in their neighbourhoods.

Introduction to the Consultation

Pre Engagement

Leading up to the consultation a set of pre-engagement activities and projects were completed. These informed the emerging strategy, consultation design and content. The pre-engagement consisted of three core activities:

- Qualitative research to understand young people in Southwark's values, attitudes, and behaviours to transport, traffic reduction and climate change.
- Citizens' Jury on Climate Change which defined transport as a key theme to tackling climate change in Southwark.
- Research to explore and document barriers to movement that people with accessibility requirements experience when moving in Southwark.

Consultation Activities

Consultation Hub survey

The survey was available online at Southwark's Consultation Hub and paper copies were distributed upon request. The Consultation Hub survey gathered 870 responses (including 37 that was collected during surveying at Walworth Library)

Surveying at Walworth Library

We visited Walworth Library twice during the consultation period to gather feedback. The location was chosen to improve diversity of responses as the surrounding area has historically had some of the lowest response rates to consultations.

Youth survey

The youth survey covered similar themes as the Consultation Hub survey but in a shorter format. It built on insights gained from pre-engagement and sought to validate findings from small scale qualitative research with a larger group. It had a warm welcome and several young people who responded to the survey highlighted how important it was and felt to be included.

The youth survey had 292 responses, of which 246 answered that they were under 25.

Coffee mornings at primary schools

The coffee mornings were drop-in sessions during school drop-off times. The sessions were held at two primary schools in Peckham.

Officers from across the council came together to meet parents and carers, giving them an opportunity to share their views and experiences of bringing their children to school. The sessions were open-ended and did not follow a defined structure, instead it buildt on the topics and issues raised by participants.

Stakeholder workshop

Key stakeholders were invited to an extensive workshop which focused on enabling closer working collaboration, seeking feedback on the strategy's missions and objectives and lastly, to define what was seen as priorities for the strategy. The workshop provided the space and time for stakeholder to share earnest and constructive feedback.

Interest organisations and group responses

Interest organisations and groups were encouraged to submit their responses by filling out the group response template which could be accessed on the Consultation Hub. We received 10 stakeholder responses to the consultation, representing over 3000 people in Southwark.

Internal consultation and collaboration

We consulted with colleagues from across the council to ensure the strategy aligns with existing targets, delivery and ambition. Collaboration continues to be key to developing and deliver an impactful strategy.

Communication

The consultation survey and the youth survey were promoted across Southwark's social media channels over the nine-week period.

Email lists and e-newsletters were used to reach residents and encourage them to get involved, including the Southwark Council resident e-newsletter. We also contacted people who had responded to previous transport consultations and/or expressed an interest in transport and environmental issues; people in our faith group networks and more. Our stakeholders and interest groups also promoted the consultation through their networks.

We reached schools through our Schools Travel Plan network, in turn encouraging their students to fill out the Youth survey. We contacted youth organisations we have previously engaged or worked with and posted information about the survey on the One Hub, the Southwark online youth notice board.

How to read this report

Respondent Profile

The demographic profile of the people who responded to the two surveys.

Consultation Findings

The overall insights and key findings from across activities.

Consultation Hub Findings

The key findings from the Consultation Hub survey.

Youth Survey Findings

The key findings from the youth survey.

Coffee Mornings at Primary Schools Findings

Themes from the coffee mornings with parents at Peckham primary schools.

Stakeholders Findings

Summary of opinions and experiences expressed in the stakeholder workshop, interest organisation meetings and group responses.

Appendices (separate document)

In the appendices you will find data, supporting evidence and other materials linked to the consultation.

- Appendix A Consultation Hub Survey Results
- Appendix B Youth Survey Results (responses from under 25)
- Appendix C Youth Survey Results (responses from 25+)
- Appendix D Group Responses
- Appendix E List of stakeholders contacted
- Appendix F Stakeholder workshop and other activities
- Appendix G Pre engagement
- Appendix H Consultation Hub Survey Questionnaire
- Appendix I Youth Survey Questionnaire

Respondent Profile

The following provides an overview of the demographic profile of people who responded to the Consultation Hub survey and youth survey. This data has been collected to help ensure we are reaching all of Southwark's diverse communities and track our progress in doing so. When applicable, the data is shown in relation to Census 2021 data to provide a point of comparison to the Southwark population profile.

Respondents to the Consultation Hub survey were asked to provide the following, optional, information about themselves:

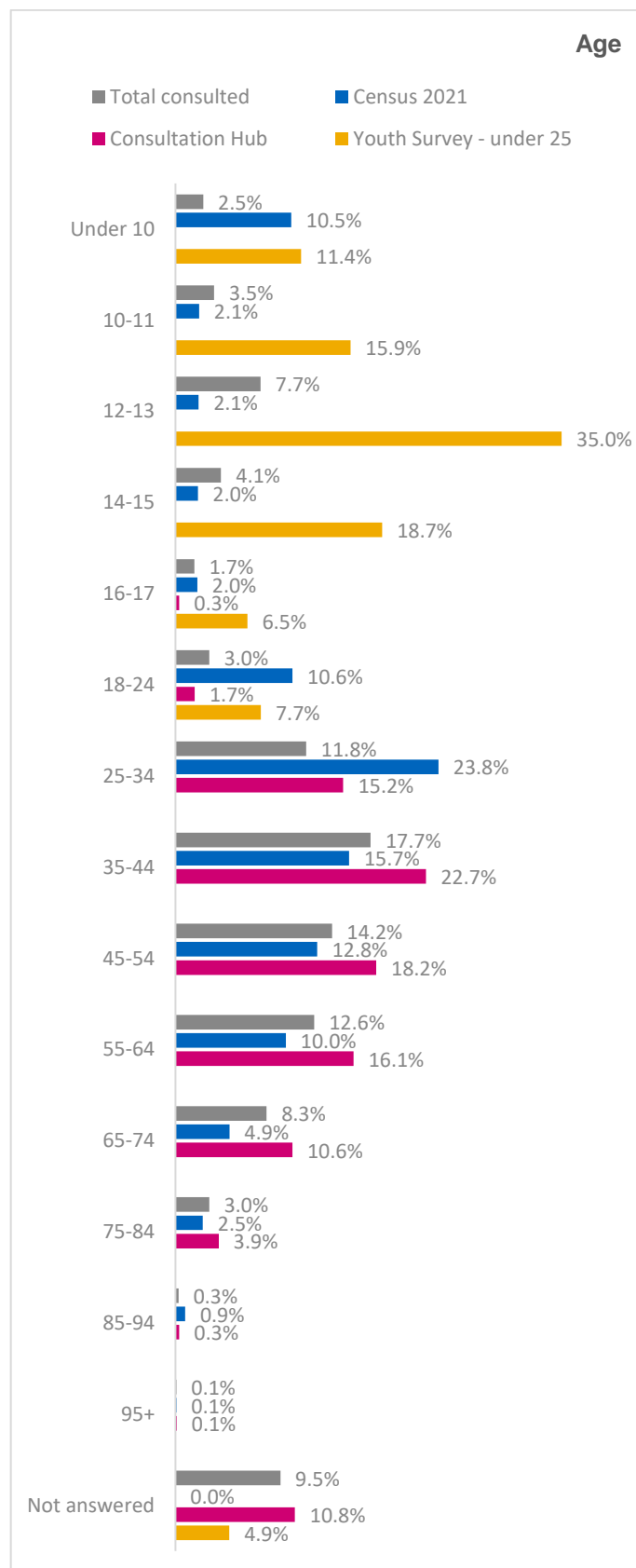
- Community Area
- Age
- Ethnicity
- Disability
- Gender
- Sexual Orientation
- Religion or Belief

Respondents to the youth survey were asked to provide the following, optional, information about themselves:

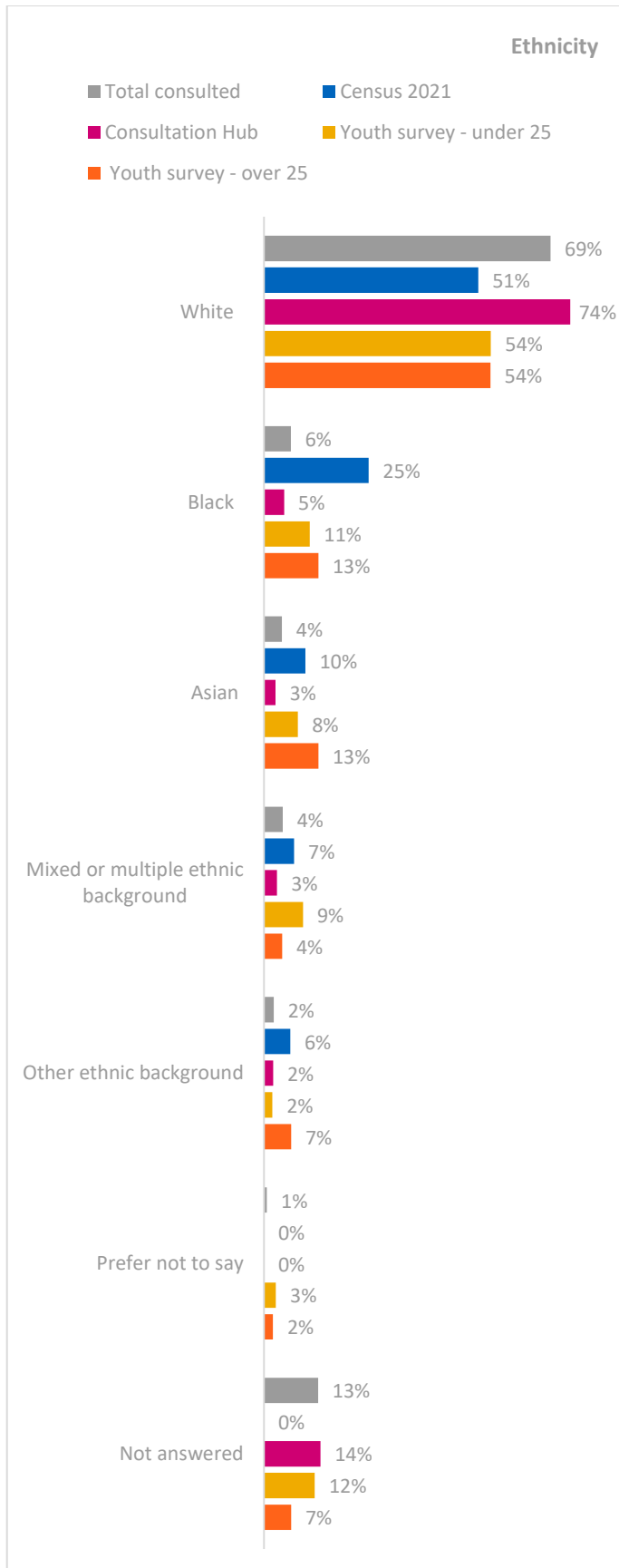
- Age
- Gender
- Ethnicity
- Relationship to Southwark i.e. if you live, work, study and/or were born in Southwark.

Age

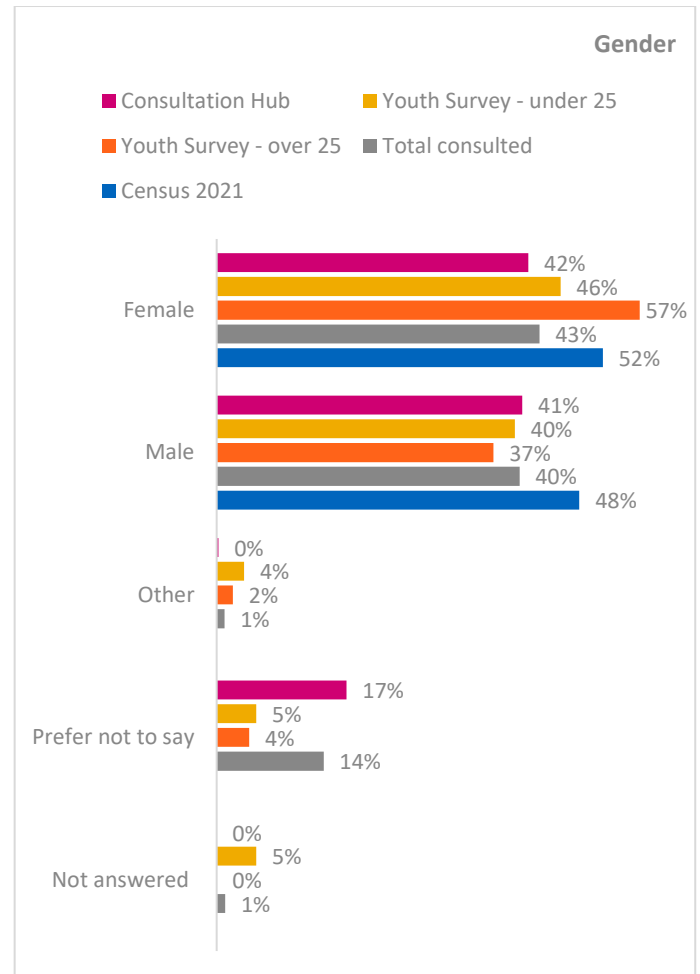
On the Consultation Hub, 1 person said they were under 16, they have not been included in the age graph as they could not fit in to a generic age category. The youth survey had a total of 292 responses, 46 stated that they were over 25, 234 people said that they were under 25 and 12 people did not answer. In the following demographics we have separated the under 25 and over 25 responses from one another to easier show the overall demographic profile of the youth respondents group. The 12 people who did not provide their age have been included in the under 25 group. The 46 people over 25 have not been included in the age graph.



Ethnicity

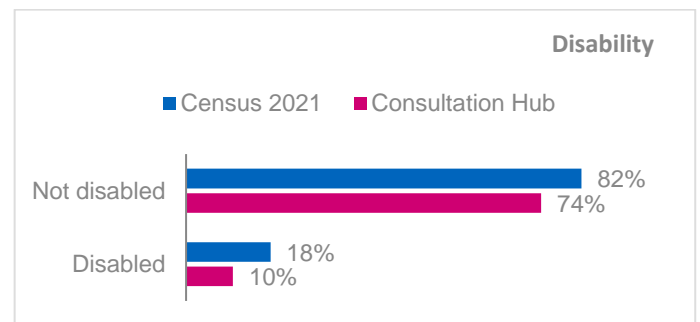


Gender

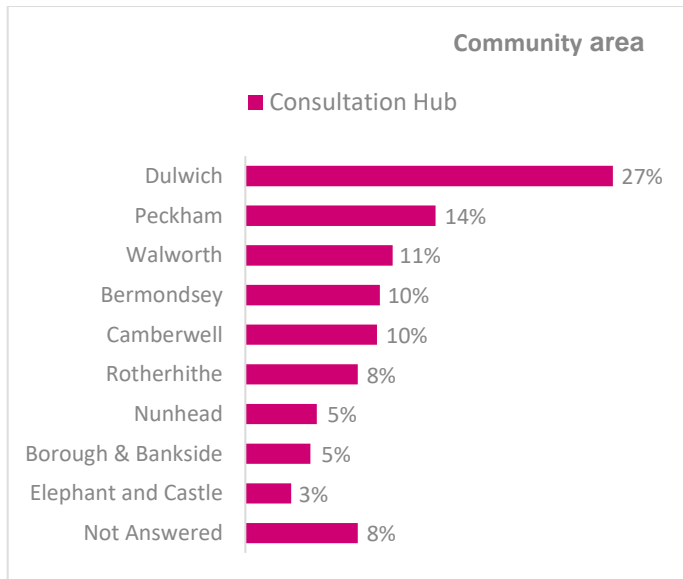


Disability

Of the people who stated that they have a disability, long-term illness or health condition, hearing / vision or physical/mobility impairment were the most common disabilities identified.

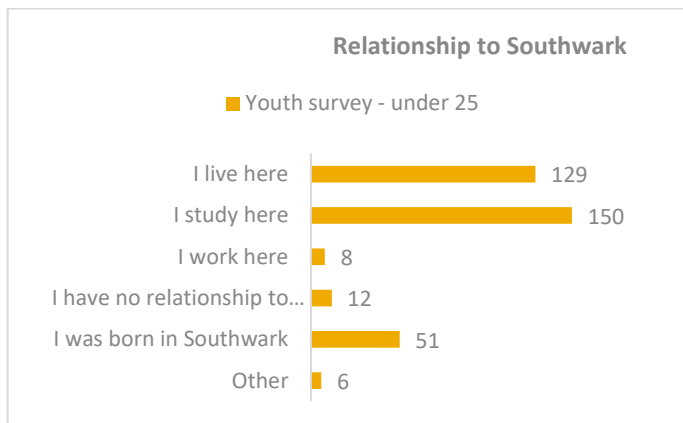


Community area



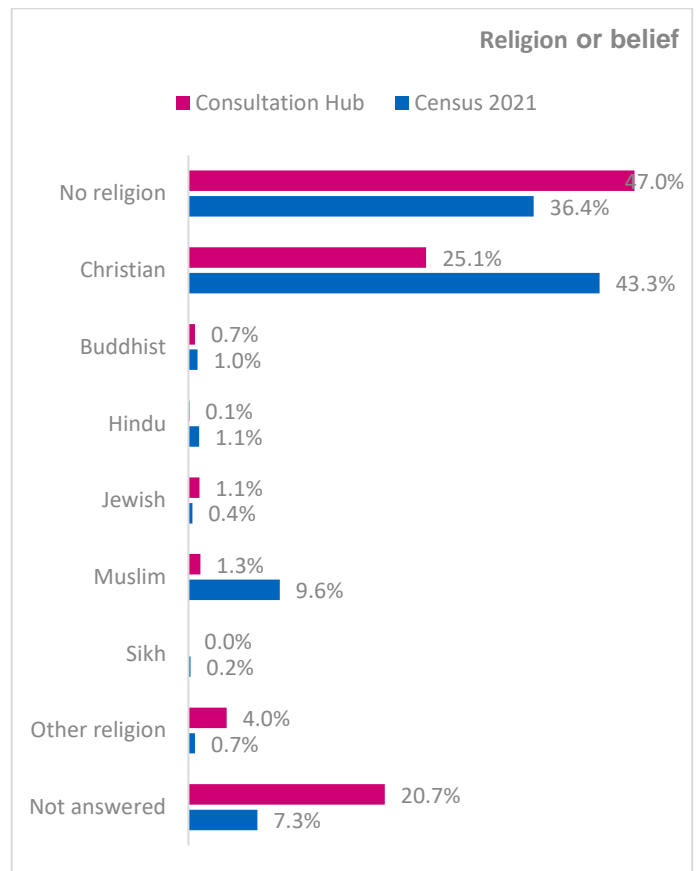
Relationship to Southwark

This question was only asked in the Youth Survey and respondents could pick more than one option.



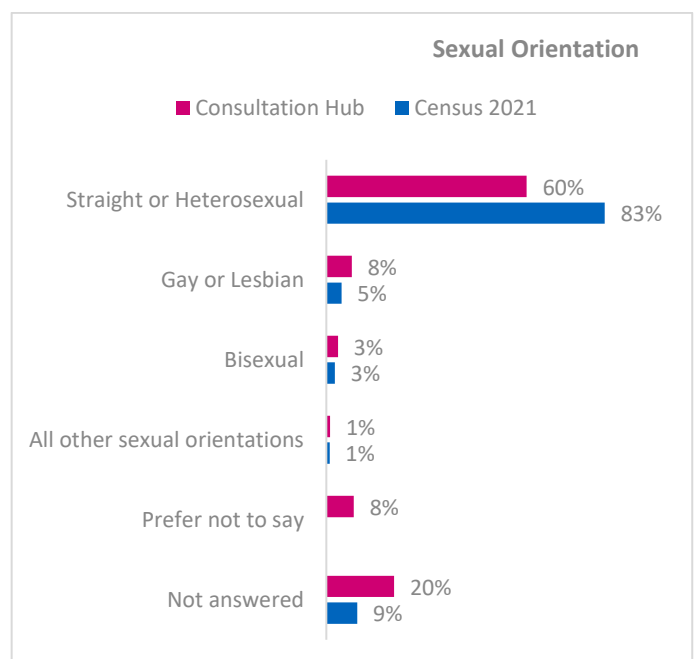
Religion or belief

This question was only asked in the Consultation Hub survey



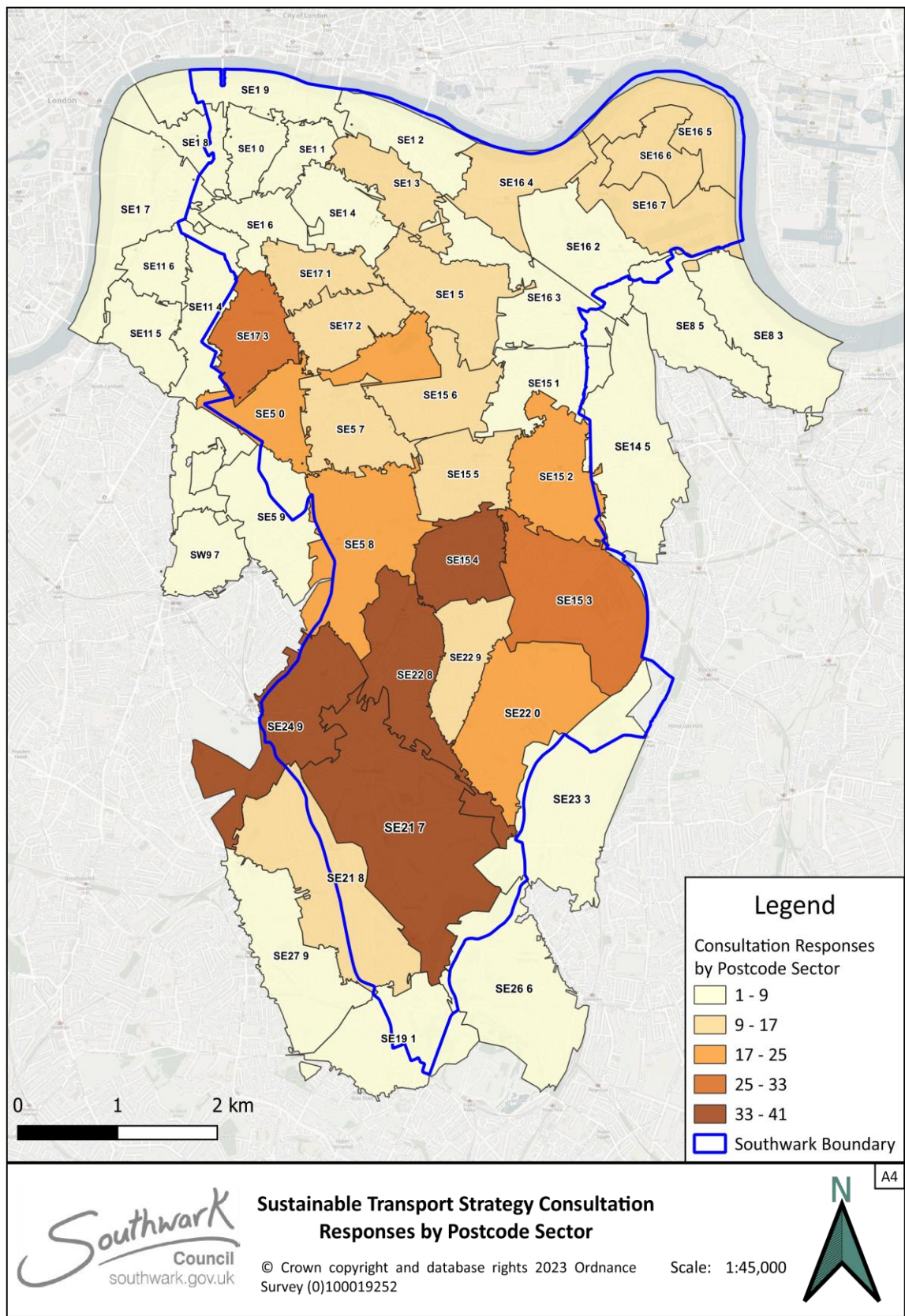
Sexual orientation

This question was only asked in the Consultation Hub survey.



Where people live by postcode sector

The map includes 566 postcode sector responses, 270 responses did not provide postcode information up to the postcode sector and have been excluded from the map. The remaining 34 postcode sector responses were excluded as they were located further away from the Southwark boundary.



Consultation Findings

1.

There is strong support from respondents to the survey and stakeholders for the direction of the strategy. However, they think we can be more ambitious and act with greater urgency than what we set out in the first draft strategy. Tackling climate change through transport and improving the wellbeing of people and communities has a high priority.

2.

Over 70% of respondents want to see traffic reduction in Southwark. Fewer cars, and streets that are designed for people first, are at the heart of the change people want to see. Traffic reduction is seen as a way to achieve other important changes such as greener, safer and cleaner environments in which more people feel able to travel actively and enjoy their space.

3.

Making cycling safer, easier and more enjoyable is a significant priority for people in Southwark. There is a consensus amongst respondents that shifting towards more active travel is important, especially for children and young people travelling to and from school. To support this shift, improved cycling infrastructure and more space dedicated to cycling is essential.

“Because cycling is the easiest way to get exercise whilst travelling and without harming the environment, so it should be made more accessible for everyone.”

12 - 13, Female

4.

People want to feel and be safe when travelling and on their journeys. Safety is seen as an enabling factor to more sustainable travel behaviours. Young people and parents in particular highlight safety as a primary concern and barrier to more active travel. They assert that not feeling safe when moving in Southwark is not acceptable.

“It is important to feel safe because it makes more people want to travel in an eco-friendly way.”

12 – 13, Female

5.

People want to see ambitious and urgent action taken to address climate change - over 80% of people who responded to the consultation agree that to act on climate change we need to change our behaviours. It is already a significant factor when choosing how to travel; in addition, walking, cycling, scooting and public transport are considered climate action.

“Climate change is not a problem for young people, it is a problem for everyone. Please stop telling teenagers that we’re the solution and that you have hope for us, instead of making the real impactful change. You are the adults. You do it.”

12 - 13, Female

6.

People would like to see more trees, green space and space to play and socialise in. Greenery is seen as essential to both the wellbeing of people and the planet. Close to 70% of young people, and over 70% of adults worry about the impact of poor air quality on their health.

7.

People would like to see more neighbourhood schemes that reduce traffic and encourage active travel and community belonging. Over 50% of respondents say that their neighbourhood has become more important to them since the pandemic.

8.

Young people want to be listened to and involved in questions that impact their future. 77% of young people who responded to our survey feel worried about the impact of climate change on their future. They call for leaders to take ambitious and urgent action on climate change so that they have a chance for a bright future.

Consultation Hub Findings

Overview

870 people responded to the survey and shared their views about the change they would like to see, what should be prioritised and why, for sustainable transport in Southwark.

The survey revealed that

- Making cycling easier and more enjoyable is the top priority for respondents, followed by fewer cars and feeling safe from injury and accidents.
- 74% agree or strongly agree with the statement 'It is important to reduce traffic in Southwark'
- 72% agree or strongly agree with the statement 'I feel worried about the impact of poor air quality on my health'
- 83% agree or strongly with the statement 'To act on climate change we need to change our behaviours'
- 55% often or always consider their safety when choosing how to travel.
- 55% often or always consider the environment and climate change when choosing how to travel.

Key themes

1. Make cycling safer and more enjoyable

When asked about the top priority for transport in Southwark, respondents highlighted that making cycling easier and more enjoyable should be prioritised.

Respondents pointed out that the lack of cycling infrastructure made riding a bike unsafe and that this was a barrier to more people taking up cycling. Further, people who are currently not cycling also noted that feeling unsafe was the main barrier to taking up cycling.

“Safety is and should be a priority otherwise people won't take up cycling. It also has to be something that kids can do without fear.”

“Even as an experienced cyclist, I do not feel safe travelling on roads because of dangerous driving, speeding (in 20 mph zones with no controls), on-street parking and aggressive drivers.”

2. Fewer cars and reduced traffic in Southwark

To have fewer cars is ranked as the second highest priority for transport in Southwark. Amongst those who wanted fewer cars the thought was that doing so was important because it was key to delivering the other priorities such as quieter, safer and greener streets and more cycling and walking.

In addition, 74% agree or strongly agree that it is important to reduce traffic in Southwark, of which 51% strongly agree. A further 72% agree or strongly agree that they feel worried about the impact of poor air quality on their health, of which 45% strongly agree.

“Once you have achieved a reduction of the number of motorised vehicles, everything else falls into place nicely. It will be safer to walk or cycle, the air will be cleaner, streets will be quieter and there will be space for more trees.”

3. Climate change is a significant factor when choosing how to travel

It is evident that decision-making surrounding transport and mobility is influenced by a concern for climate change. It is noticeable in why people do not own a car and why they choose to join a car club. The third most common reason for not owning a car is for environmental considerations; similarly, the third most common reasons for joining a car club is because it is seen as more environmentally friendly than owning your own car.

Overall, 55% state that they often or always consider the environment and climate change when choosing how they travel. In addition, 83% agree or strongly agree that we need to change our behaviours to address climate change.

4. Fear and worry about injury and accidents is influencing mobility behaviours and active travel uptake

To feel safe from injury and accidents was the third most prioritised issue for survey respondents. It presents a barrier to people cycling and 55% say that they often or always consider safety when choosing how they travel.

People specifically see a lack of infrastructure for cycling and walking, and the presence of cars as key causes of harm. Further, rule-breaking behaviour was identified as an additional cause of danger. This mostly referred to people cycling and scooting on the pavements. The issue of bikes and scooters on the pavement was echoed by people who identified safety from harassment as a top priority.

“As an older person, personal safety and security is very important to me. Recently there has been a rash of hire bikes and scooters placed on pavements, creating a challenging walking environment for older and disabled people, and mothers with children.”

5. Car ownership and car club membership for occasional use

53% of respondents owned a car, stating that they mainly use it at weekends/holidays for leisure trips or visiting family/friends.

Comparatively, 19% of respondents have a car club membership of which the main reason was that they only need it occasionally, don't want the hassle of owning a

car, or see it as more environmentally friendly than owning a car.

Similarly, the reasons for not using a car, shared or owned, is that people have no need for it, see it as inconvenient to drive in London or prefer to use public transport, walk or cycle.

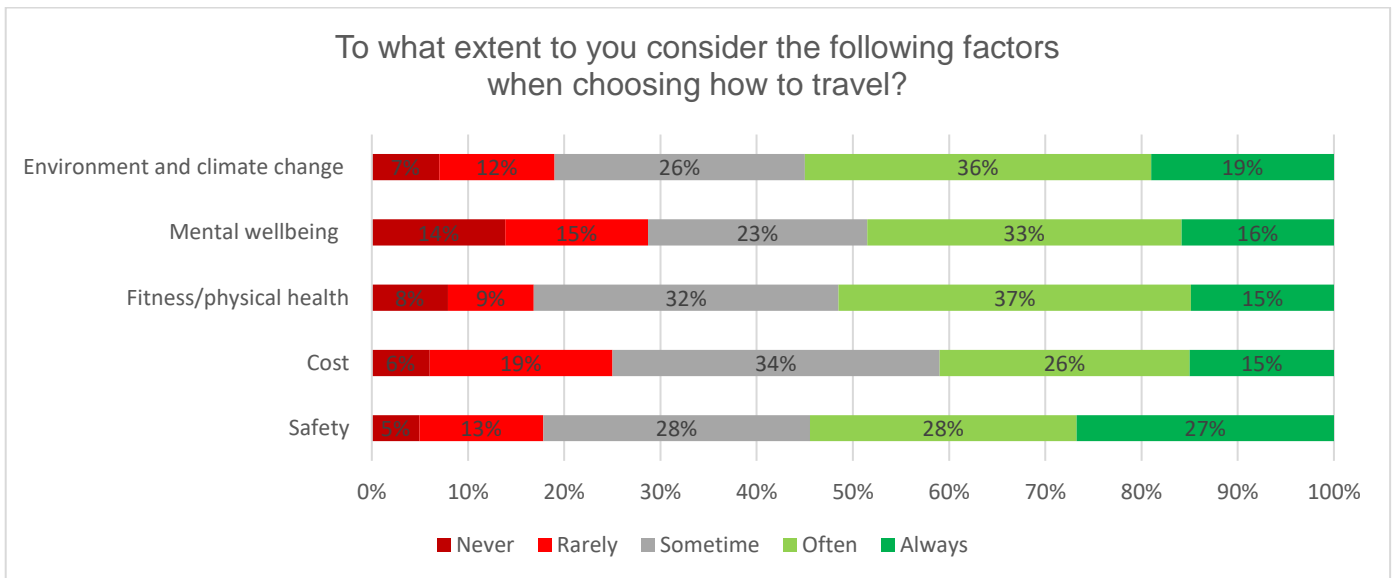
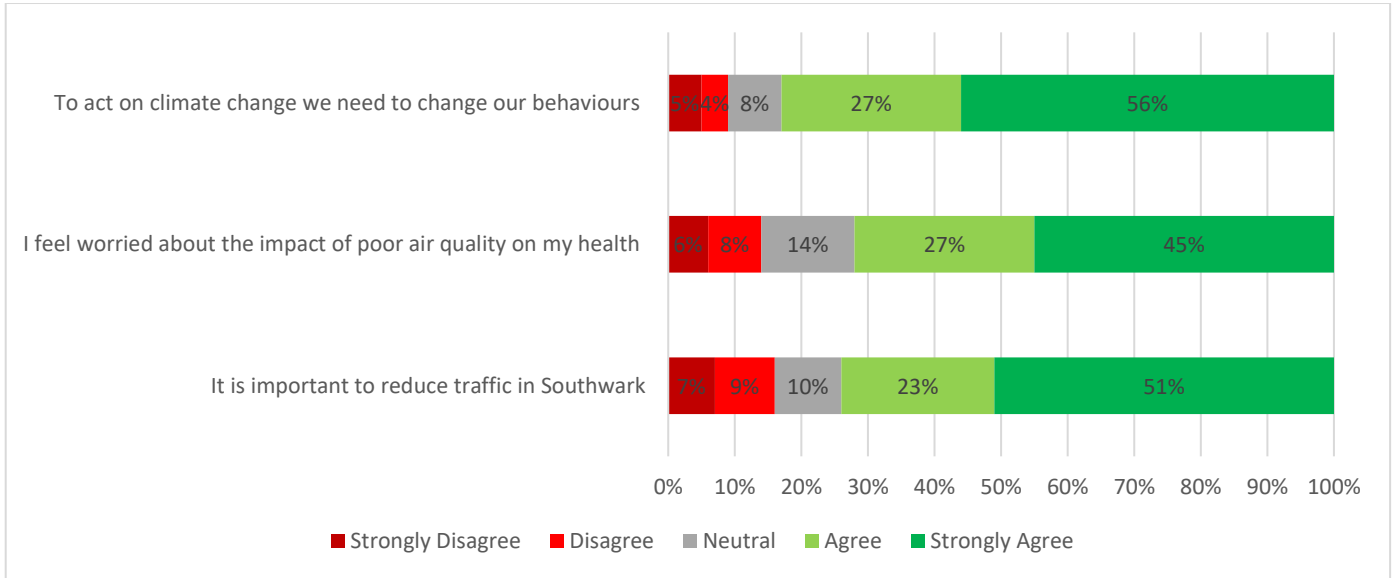
6. Neighbourhoods are becoming more important to people

56% agree or strongly agree that their neighbourhood has become more important to them since the pandemic.

Amongst this group, the leading explanation was quite simple – they were spending more time there. The introduction of lockdowns and working from home meant they spent more time locally, getting to know their neighbours better and becoming more familiar with what was available locally. Most people saw this positively, though some people realised improvements were needed.

To note, a lot of people who said that their neighbourhood had *not* become more important to them said so because it was already important.

Comparison between questions about transport considerations and statements



Youth Survey Findings

Overview

246 young people, under 25, responded to the survey and shared their views about the change they would like to see to, what should be prioritised and why for transport in Southwark.

The survey revealed that

- Feeling safe from harassment and harm is the top priority for young people followed by more trees and greenery, and cleaner air
- Not feeling safe is a barrier to sustainable travel such as walking and cycling
- Climate change is already an influential factor in deciding how to travel.
- 51% disagree or strongly disagree with the statement 'I feel heard in issues impacting my future'
- 73% agree or strongly agree with the statement 'It is important to reduce traffic in Southwark'
- 77% agree or strongly agree with the statement 'I feel I worried about the impact of climate change on my future'
- 89% agree or strongly agree with the statement 'To act on climate change we need to change our behaviours'

Key themes

1. Feeling safe enables sustainable travel behaviours

The young people who responded to the survey clearly express that a fear for their safety and risk of harm influence decision making around journeys.

When asked about the top priority for transport 'feeling safe from harassment and harm' was selected as the primary priority. In addition, 58% states that they often or always consider their safety when choosing how to travel. In addition, 38% agree or strongly agree that it takes courage to cycle in Southwark. This further highlights that feeling unsafe is a barrier to active travel.

"It is important to feel safe because it makes more people want to travel in an eco-friendly way."

12 – 13, Female

"I feel that feeling safe is very important as that gives us youth the courage to take part in local activities which can help make a change for other problems."

14 – 15, Female

2. Young people want to see leaders take action on climate change, and for their voice to be heard

Young people call for the leaders to lead, be bold and ambitious in taking action on climate change. 77% agree or strongly agree that they feel worried about the impact of climate change on their future and would like to see positive impact for climate change and the environment prioritised.

51% disagree or strongly disagree with that their voice is heard in issues impacting their future. They would like to be included and for their voice to be heard in questions that impact their future. They want to positively contribute to change without the pressure of having to solve all problems.

“Climate change is not a problem for young people, it is a problem for everyone. Please stop telling teenagers that we’re the solution, and that you have hope for us, instead of making the real impactful change. You are the adults. You do it.”

16 – 17, Female

3. More greenery and trees to increase wellbeing of people and planet

Young people emphasise the importance of trees and greenery. They highlight the multiple benefits to their mental and physical wellbeing as well as to the planet. Hence, they would like to see more trees planted and for green spaces to be made more welcoming for all.

“It is important to have green spaces and many trees to maintain a healthy environment. We need trees to keep the air clean and healthy.”

12 – 13, Female

4. Cleaner air and fewer cars

73% agree or strongly agree that it is important to reduce traffic in Southwark, expressing a need for fewer cars and cleaner air.

68% agree or strongly agree that they feel worried about the impact of poor air quality on their health, making the connection between traffic reduction and improved health. Further, buses are seen as a key component to reducing cars on our roads and to travel sustainably.

“I would like to see less traffic around the streets of Southwark as I feel that this is having the largest impact on the well-being of everyone who lives there. I would also like the public transport system to be improved as I think that this is the easiest way for us to transition into a greener way of living - particularly for school children.”

14 – 15, Female

5. Walking, cycling, scooting and public transport is considered climate action

Young people see public transport and active travels as means to have a positive impact on the environment.

56% often or always consider the environment and climate change when choosing how to travel along with further 89% that agree or strongly agree that to act on climate change we need to change our behaviours.

Although many want to be able to cycle, it is noted that not all are able, hence buses are seen by many as an easy, cheap and environmentally friendly way to get to school. They would like to see improved frequency, reliability, consistency and cleanliness of buses.

“Because cycling is the easiest way to get exercise whilst travelling and without harming the environment, so it should be made more accessible for everyone.”

12 - 13, Female

6. Contradictory views about road closures

Road closures have both support and opposition from young people. On the one hand, they are seen as increasing and worsening traffic and air quality on roads to which traffic is displaced. In addition, they create delays for buses and increase journey time to school. On the other hand, some want to see more roads closed and for us to build more cycle lanes and plant more trees in their place. Closing roads and using the space differently is linked to having a positive climate impact.

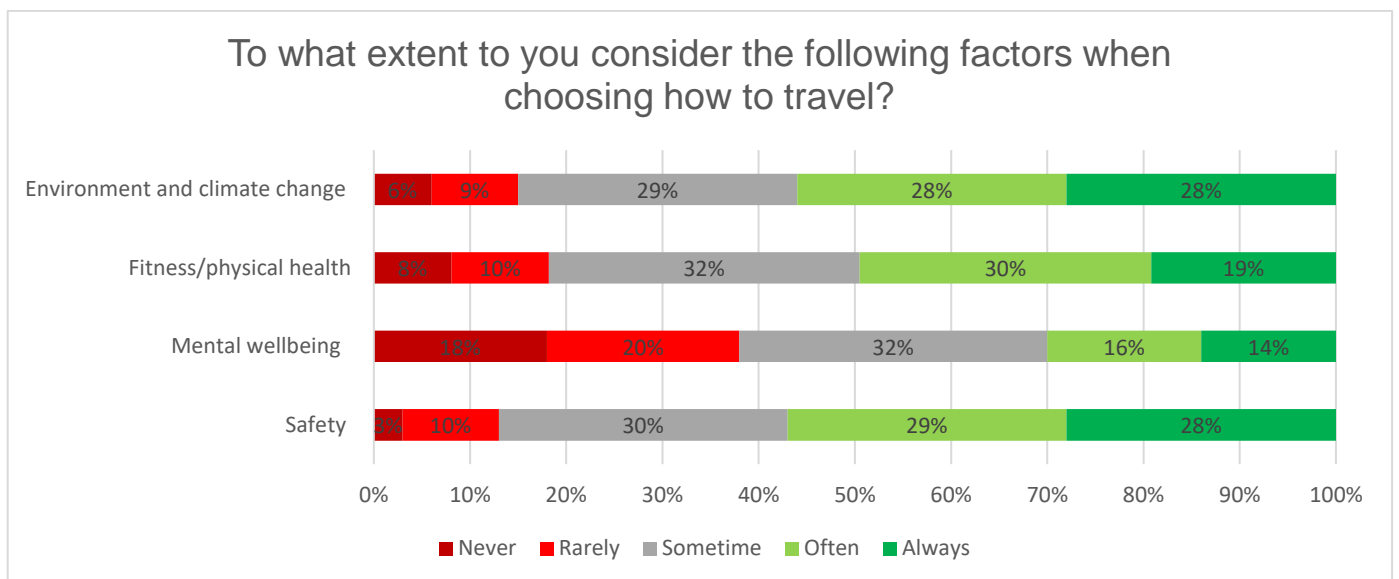
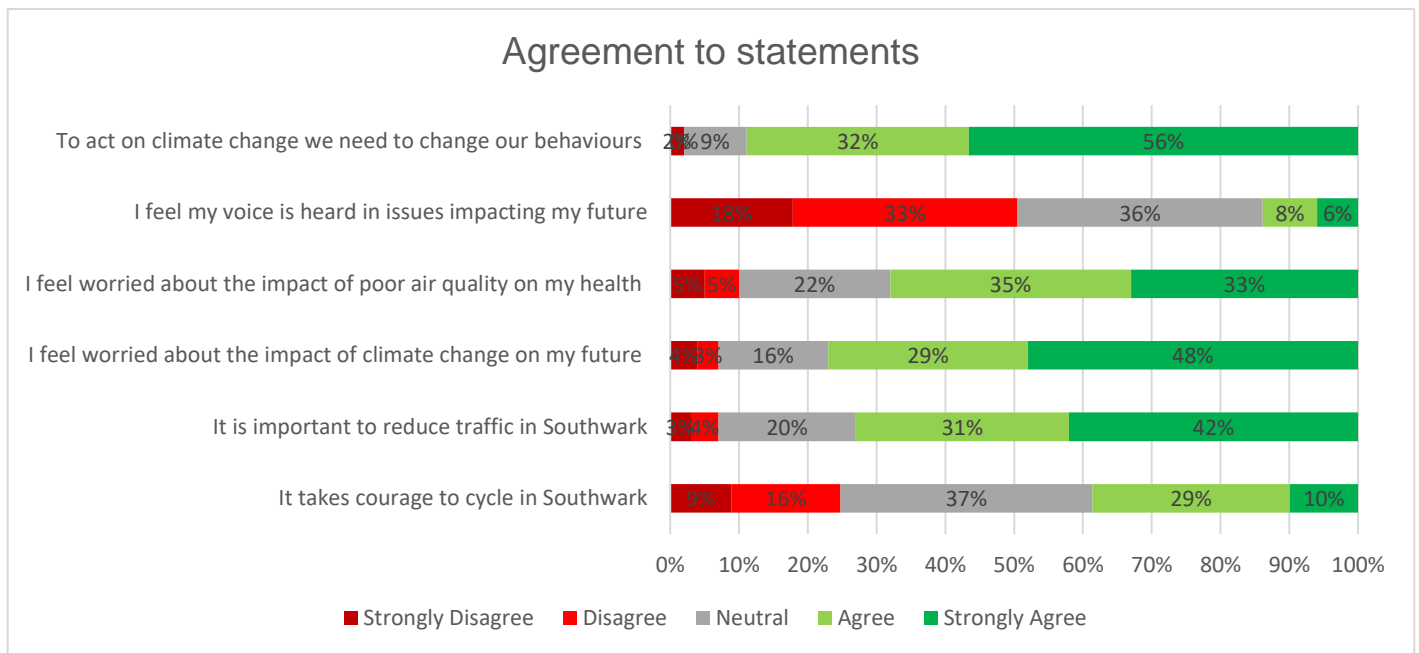
“I like the closed off streets as it feels a lot calmer and enjoyable to walk. I think we could reduce climate impact even more though”

10 – 11, Female

“Congestion is a major issue in the borough; the road works and closures mean traffic is constant; it risks Southwark becoming an unhealthy place to spend time in. Health and environment are very important!”

16-17, Non-binary

Comparison between questions about transport considerations and statements



Coffee Mornings at Primary Schools Findings

Key themes

The safety of children travelling to and from school is paramount

Children should feel and be safe when traveling to and from school. The changes they would like to see include more convenient and safe crossing points for large roads such as Old Kent Road and being safe from speeding cyclists and electric scooters.

Positive attitudes towards school streets

'School Streets', temporary restriction on motorised traffic at school drop-off and pick-up times, are seen as predominantly positive.

There are wishes for them to be extended and cover larger areas around the school to increase safety and decrease conflict amongst drivers and people walking.

High pressure around drop-off and pick up times adds to an unsafe environment for people walking to school

These times of days are pressurised as there are large volumes of activity in a limited space. Parents note that walking to and around the school gates can feel unsafe as they need to navigate cars pulling in and reversing in a narrow space.

Some parents who drive their children park further away and walk the last bit to avoid the stress of the school gate.

The displacement of communities impact journey choices to school

One of the schools has seen a significant shift in their student's living further away as a result of displaced communities. This means that more families and students need to travel farther than they used to and this impacts their travel choices i.e. walking and cycling to school might not be a feasible option.

Would like green play and social spaces to feel safe in

Parents state that they would like to see parks and open spaces close to the schools improved and made more enjoyable and safer. They highlight that they have experienced antisocial behaviours in nearby parks that have made them feel uncomfortable and unsafe leading to avoid using some parks and routes.

Stakeholders Findings

Overview

These findings summarise the opinions and experiences expressed in the stakeholder workshop, interest organisation meetings and group responses.

- Stakeholders overall support the vision of the plan; however, they would like to clearly see how it will be delivered upon and monitored.
- Reducing traffic and car ownership is seen as the key component of the plan to achieving streets for people and a borough with lower emission and more sustainable and active travel. Traffic reduction would contribute to other desired outcomes such as cleaner, greener and safer streets.
- Parking policy that prices car ownership at a premium compared to cycle parking is desired.
- We should place fairness and equity at the centre of allocation of space.
- Repurpose and rebalance kerbside space to support modal shift and improve the environment for all, tackling climate change.
- See BIDs and businesses as a separate stakeholder to work and collaborate with.
- More neighbourhood schemes, similar to streetspace, that reduce traffic and encourage active travel and community belonging are desired.
- Children should be able to travel actively to school and they would like to see more closures around schools, such as school streets.
- Stronger emphasis on health, physical and mental wellbeing - particularly rising awareness and taking action on reducing the harmful impact of poor air quality.

Stakeholders consulted

- 20's Plenty for Us
- Team London Bridge
- Action Vision Zero
- Croxted Road Residents Association
- Extinction Rebellion Southwark
- Friends of Dulwich Square
- Mums for Lungs
- SE5 Forum for Camberwell
- Southwark Living Streets
- Southwark Cyclists
- Better Bankside
- Cross River Partnership
- Guy's and St Thomas' NHS Foundation Trust
- Tram Forward

Key themes

Overall direction of the plan

- Overall support for the aims and objectives of the strategy - however, do not see how these will be delivered. Stakeholders want to see clear and measurable actions with ambitious targets to drive the strategy.
- Create a strong narrative for change. There is a need for a strong narrative around the aims and objectives for the plan and why change is needed. This should be backed up with data and evidence-led.
- Make clearer and more direct what actions the council will take to address climate change through transport. Show how this work links to other relevant council strategies and teams.

Traffic reduction and parking policy

- Reducing traffic and car ownership should be given significant focus, including reducing and monitoring speed. Further, stakeholders strongly emphasise that Southwark's streets should be designed for people first and not for the car as the default.
- Would like to see parking policy that prices car ownership at a premium compared to cycle parking.
- Review CPZ timings and increase the hours in which they operate, especially around schools.

Repurposing space

- Would like to see more neighbourhood schemes, such as streetspace/low traffic schemes, that focus on reducing traffic and shifting modes to more active travel. This work to include connected walking and cycling networks, vehicle-free spaces and pedestrianised areas.
- Continued focus on children's journeys and routes to schools including implementing more school streets. Suggests that safe-cycling lessons should be as ubiquitous as swimming lessons.
- There is an emphasis on repurposing and rebalancing kerbside space to support modal shift and improve the environment for all. They want to see clear targets for repurposing kerbside space, "depaving"¹ and natural drainage.

¹ To undo the act of paving; to remove pavement (especially if it is in the form of asphalt, concrete or the like) so as to restore the land to a more natural state.

Fairness and equity

- Continue to consider and centre fairness, diversity and equal representation in engagement and projects. This includes taking to account that most Southwark residents are not car owners, as such it is encouraged that Southwark should reprioritise space for the majority i.e. the person without a car.
- Show consideration to how people are differently impacted by change, whether they live on residential roads versus on roads that are considered main roads.

Safety and health

- Would like to see stronger emphasis on Vision Zero and how this will be delivered.
- Stronger emphasis on health, physical and mental wellbeing. Particularly rising awareness and taking action on reducing the harmful impact of poor air quality.
- Continue to use the Safe Systems Approach² for road safety.

Freight and servicing

- Management of freight and servicing is important to reducing traffic and they would like to see this developed further, including mentioning construction traffic.
- They would like to see Southwark lead by example, for example on cargo bikes and other last mile delivery options.
- Would like to see a Freight Strategy.

Delivering the plan

- See business and BIDs as an individual stakeholder, and as part of the community. Explore how business can support the delivery of the strategy and be partners for testing and trialling new ideas.

Public Transport

- Ensure public transport is well-planned and affordable and improve connectivity for residents.
- Improve public transport by improving the flow of traffic

² The Safe System is an approach to road safety management, based on the principle that our life and health should not be compromised by our need to travel.

Appendices

Sustainable Transport Strategy* Consultation Report June 2023

*Now known as Streets for People

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Appendix A

Consultation Hub Survey Results

The survey ran from 6 December 2022 to 5 February 2023 with a total of 870 responses.

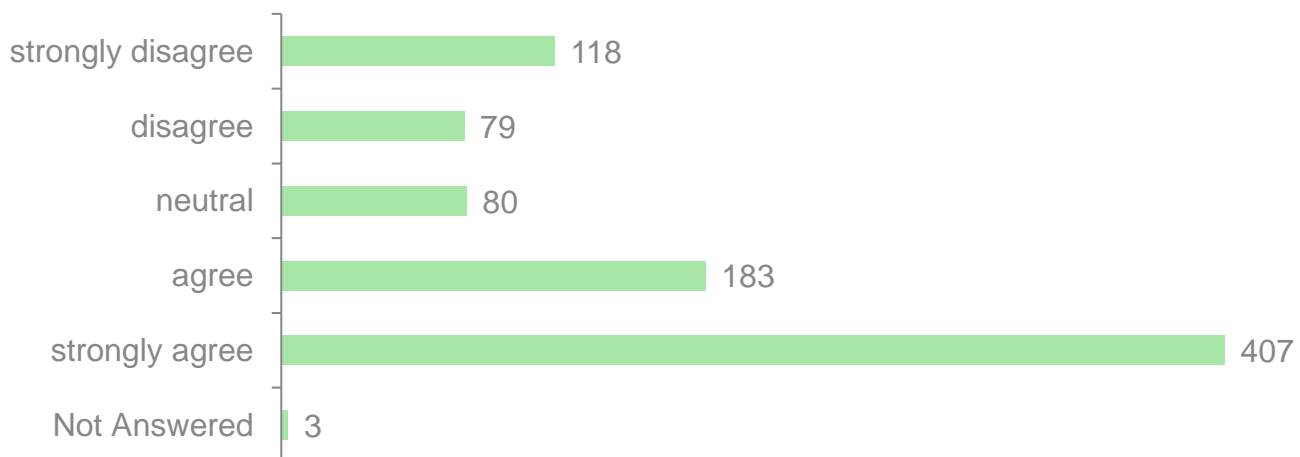
Sustainable Transport Strategy Vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

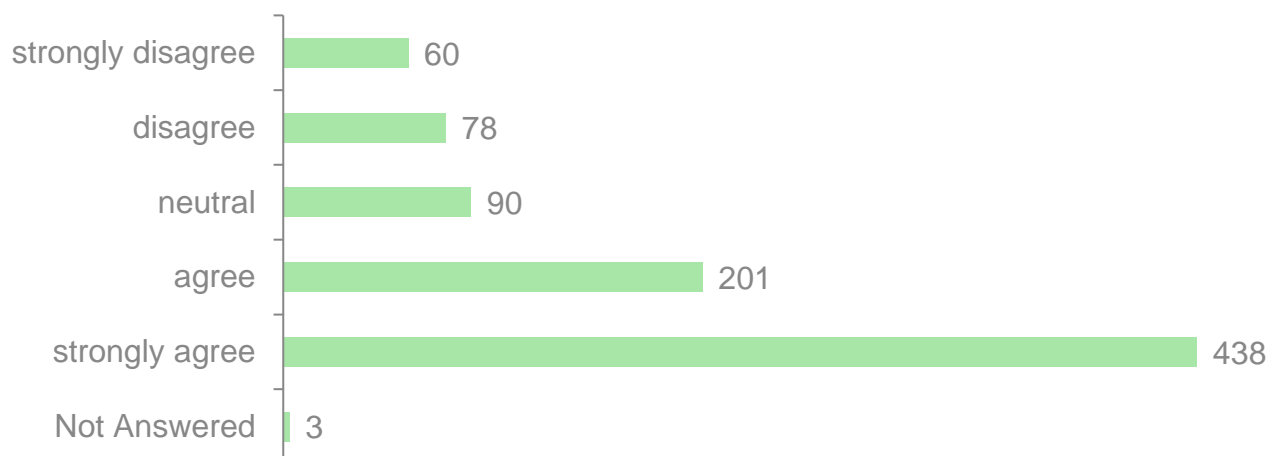
By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

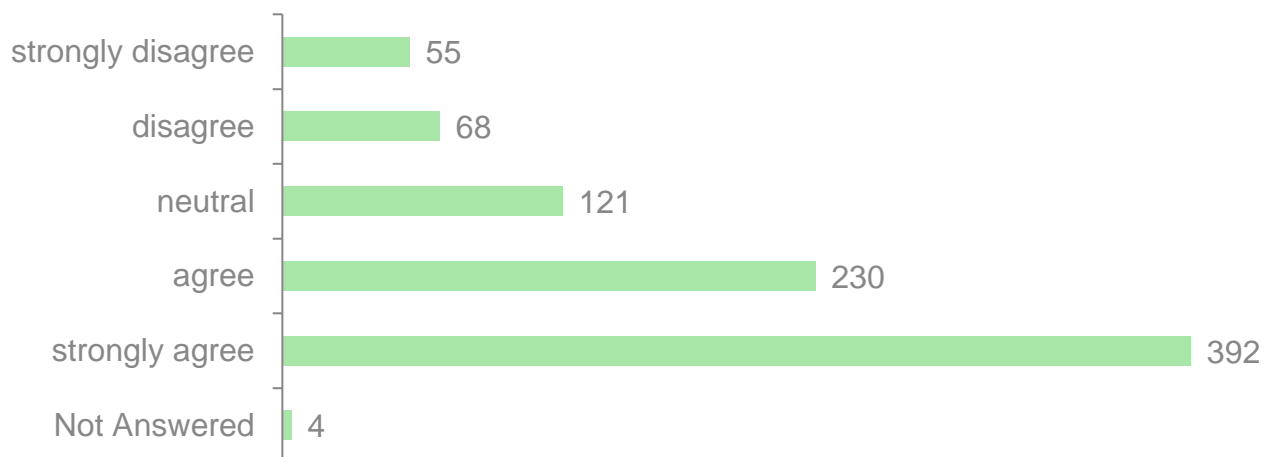
Q2.To what extent do you agree with this vision?
(867 responses)



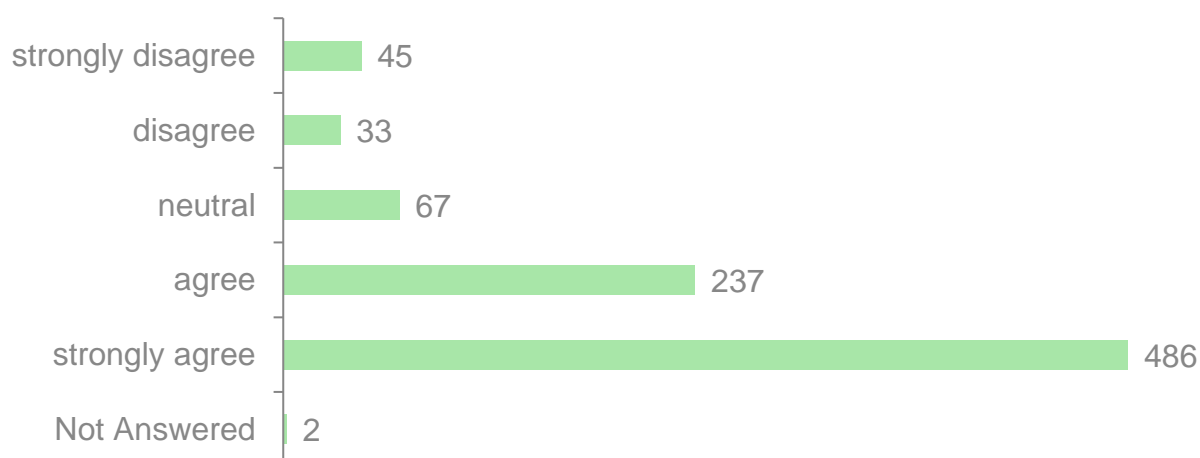
Q3. It is important to reduce traffic in Southwark
(867 responses)



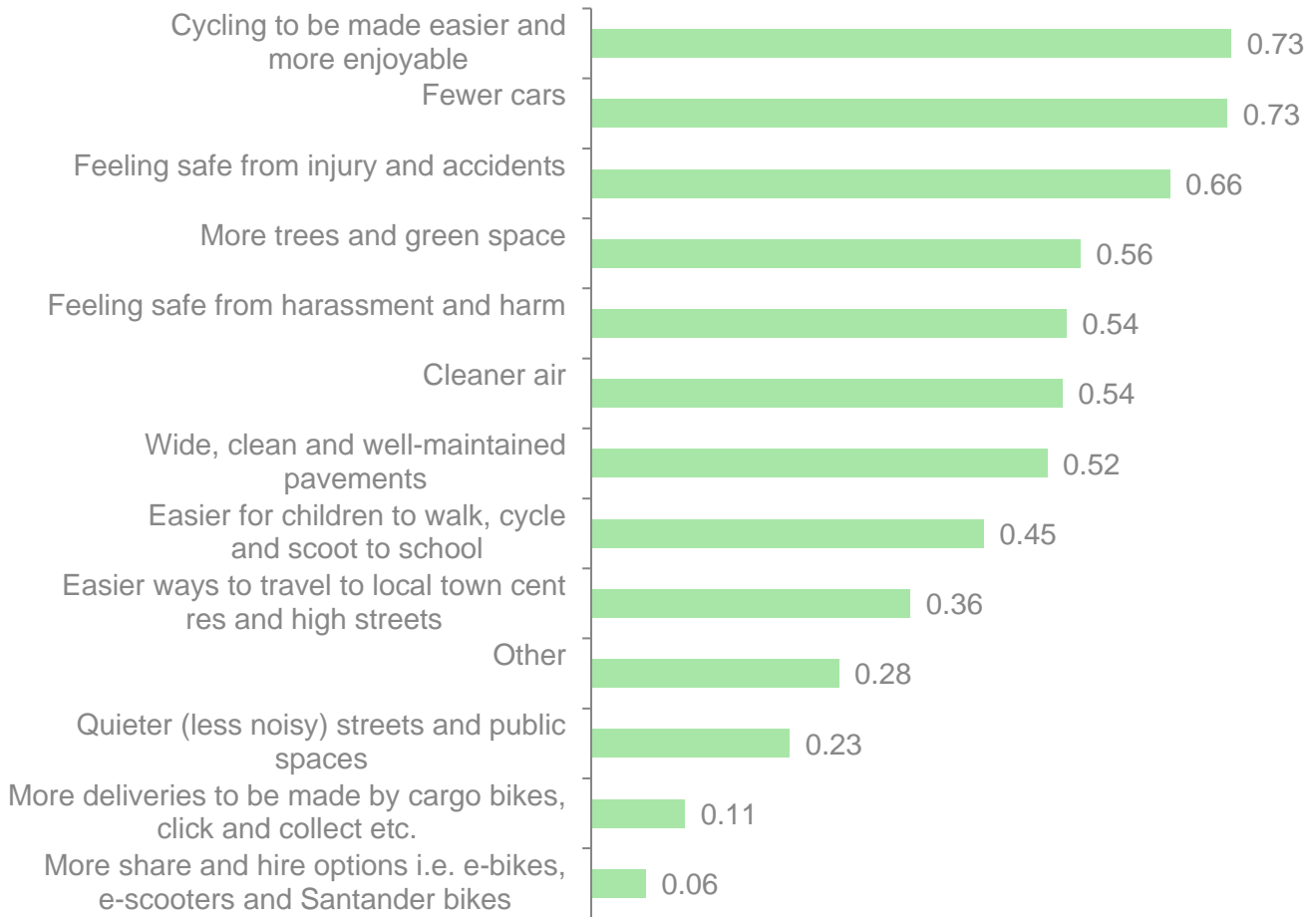
Q4. I feel worried about the impact of poor air quality on my health
(866 responses)



Q5. To address climate change we need to change our behaviours
(868 responses)



Q6. Thinking about transport, movement and personal mobility, what issues or work areas would you like to see prioritised?



If you choose 'other', please specify here (131 responses)

Most common themes raised were:

- Cheaper public transport
- Accessible transport (for disabled and elderly)
- Better traffic flows
- Integrated travel - free to use all modes including cars
- Enforcement of regulations/behaviour (including cyclists)
- Bakerloo line extension
- Cleanliness (streets & public transport)
- Removal of road closures as they cause more traffic, inequalities and air pollution/want freedom to use car everywhere
- EV vehicles and chargers
- Delivery consolidation
- No restrictions for commercial vehicles
- Safety
- Cycle parking

Q7. Please explain your reasons for choosing these priorities (653 responses)

A lot of the reasons given were quite straight forward. People who wanted wider pavements did so because crowded and cluttered pavements made going outside harder. People's explanations for other priorities gave a little more insight and explained how things interconnected.

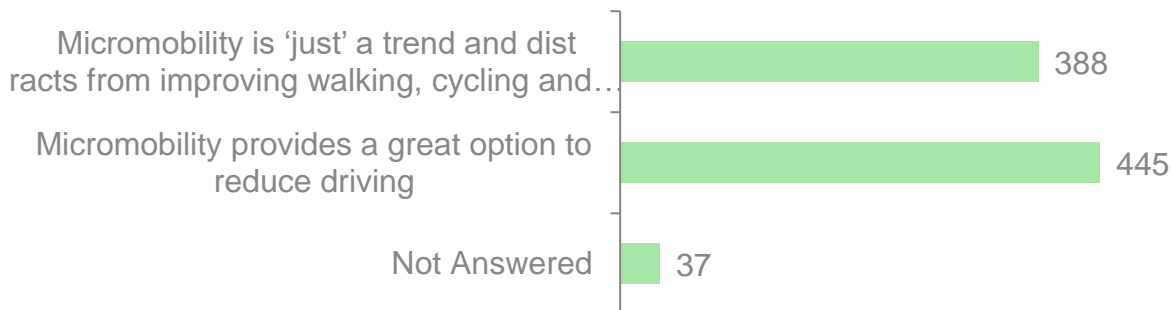
People who identified easier and more enjoyable cycling as a priority highlighted that the lack of cycling infrastructure made riding a bike unsafe and that this was a major barrier to more people taking up cycling.

A common theme amongst those who wanted fewer cars was the idea that doing so was important because it was key to delivering the other priorities. That is to say, they wanted quieter, safer and greener streets, they wanted to see more cycling and walking, and the way to achieve all these things was to reduce the number of, and space dedicated to, cars.

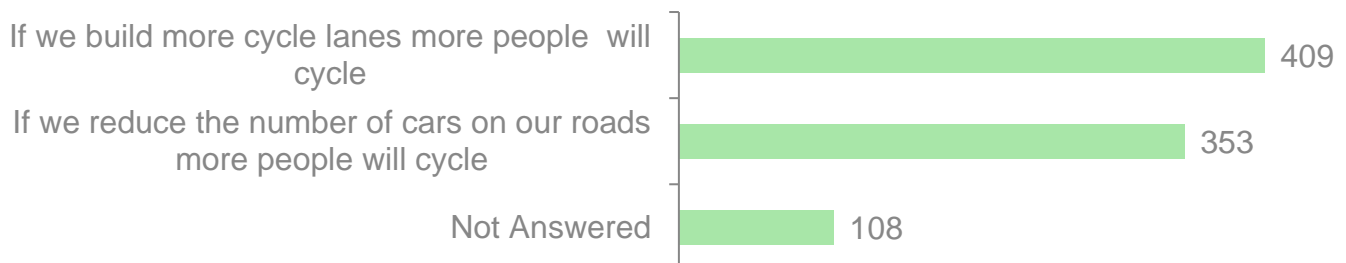
People that prioritised safety echoed these result, seeing a lack of infrastructure for cycling and walking, and the presence of cars as key causes of harm. Rule-breaking behaviour was identified as a further cause of danger, however. This included cars, but mostly referred to people cycling and scooting on the pavements. The issue of bikes and scooters on the pavement was echoed by people who identified safety from harassment as a top priority.

One priority that forced its way out, despite us deliberately not asking about it, was how the poor quality of public transport. Public transport also emerged as something that was seen as critical to delivering on the other priorities, i.e. fewer cars requires better public transport option to exist, especially for east–west journeys in the south of the borough.

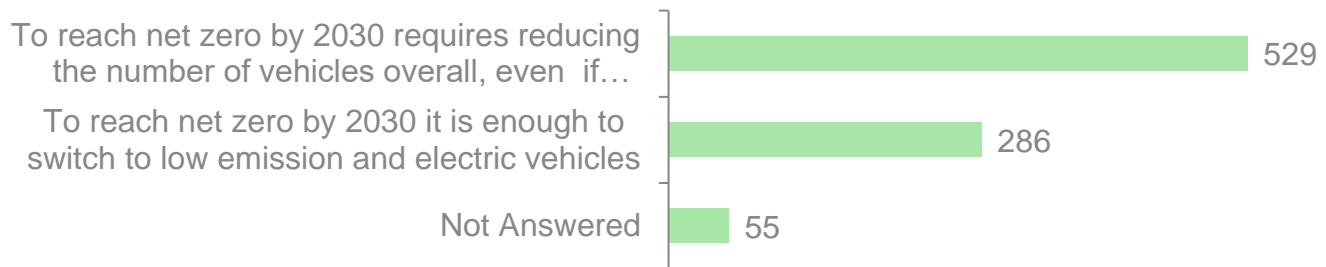
Q8. Select the statement that comes closer to your view (833 responses)



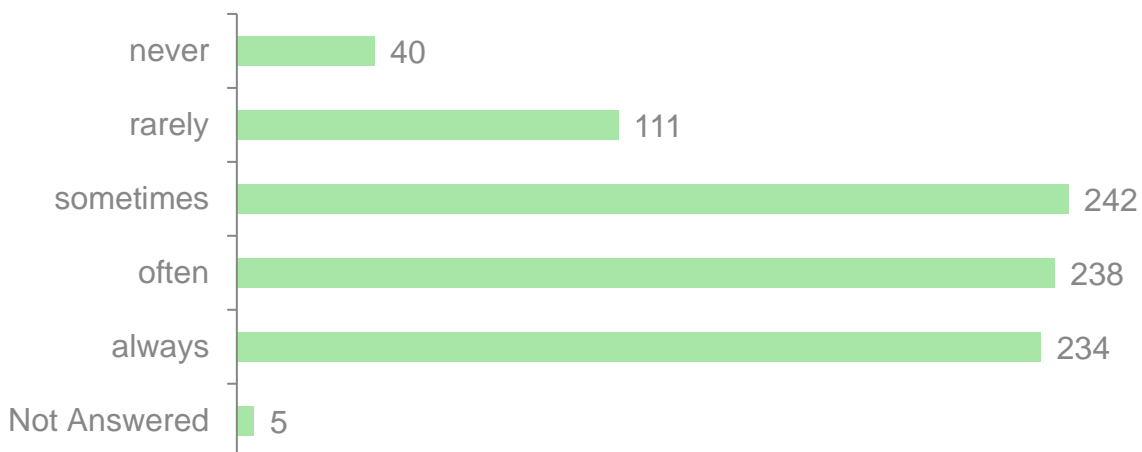
Q9. Select the statement that comes closer to your view (762 responses)



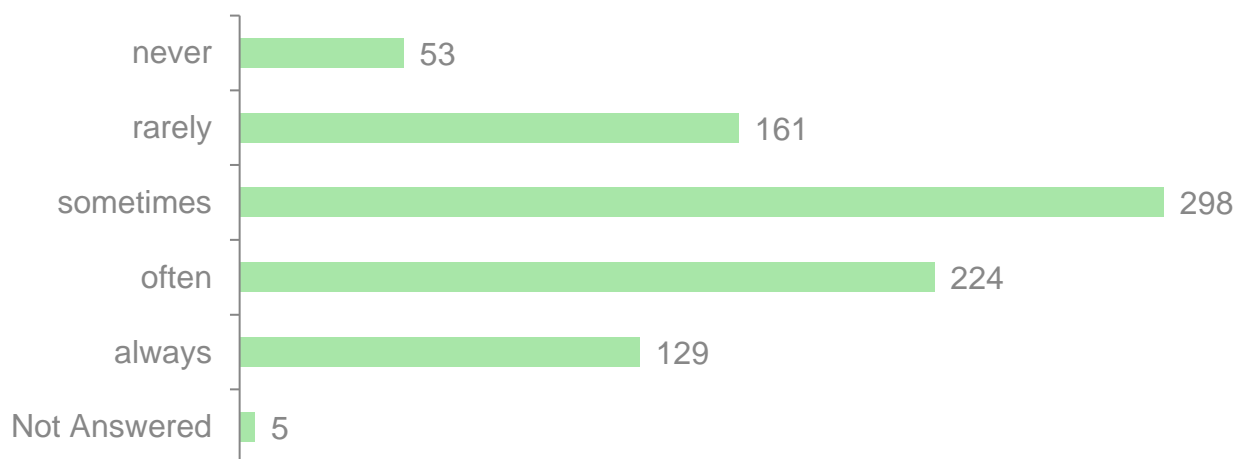
Q10. Select the statement that comes closer to your view (815 responses)



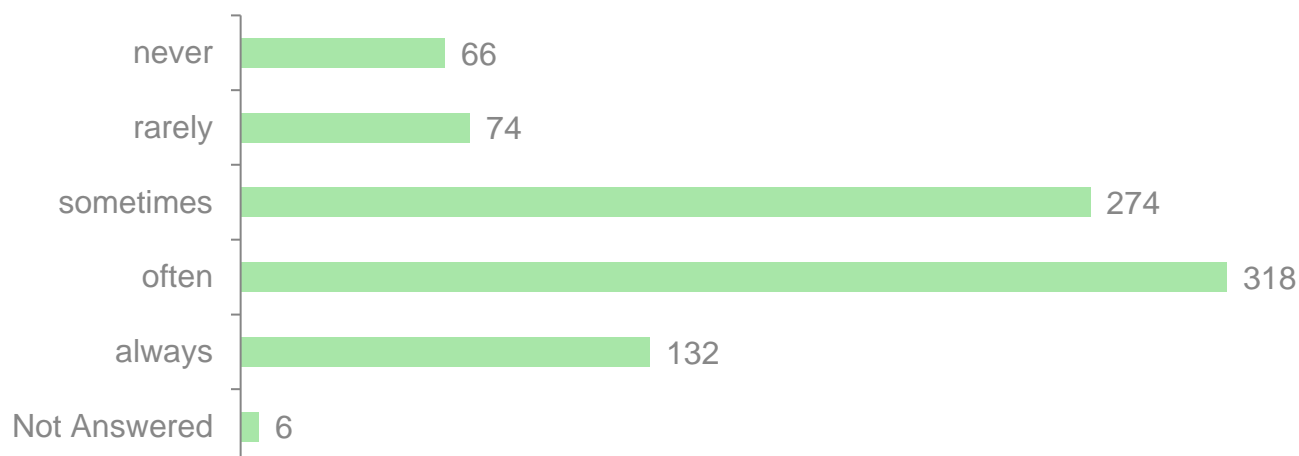
Q11. Do you consider safety when choosing how you travel? (865 responses)



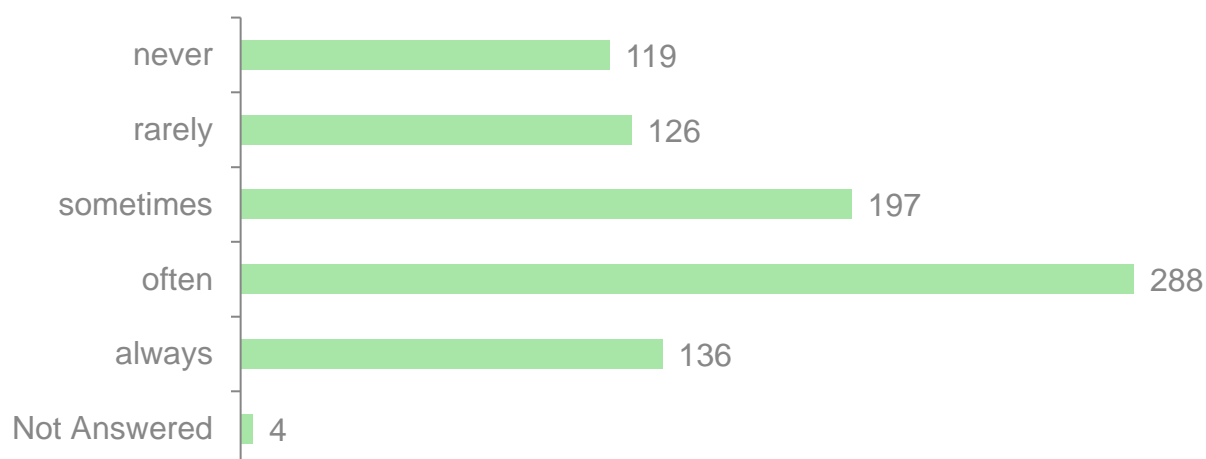
Q12. Do you consider the cost when choosing how to travel, even if a cheaper journey can be longer? (865 responses)



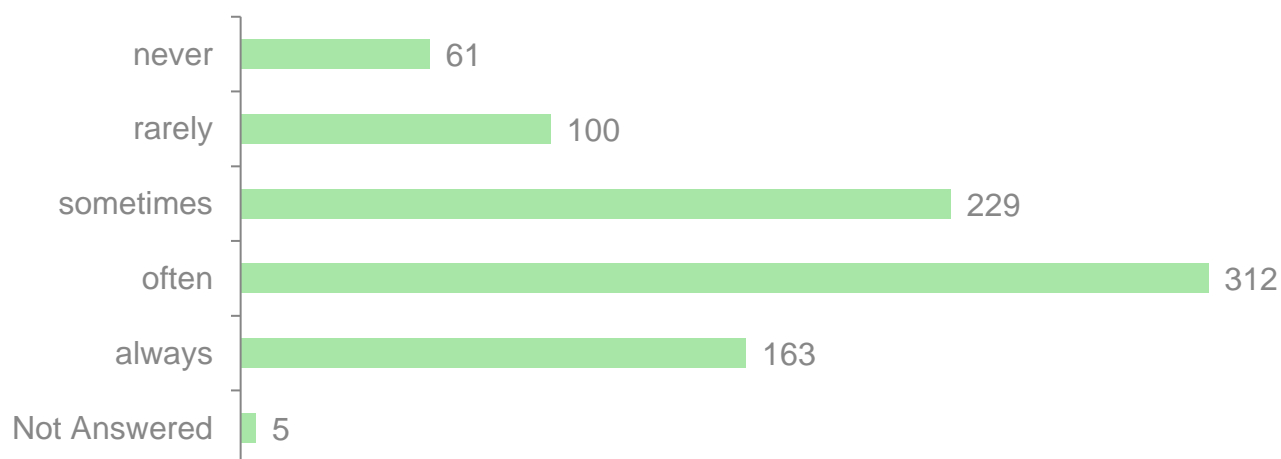
Q13. Do you consider your fitness/physical health when choosing how you travel? (864 responses)



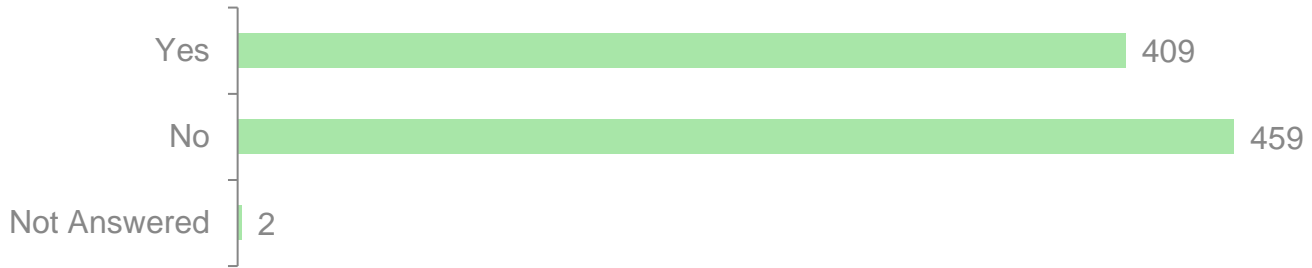
Q14. Do you consider your mental wellbeing when choosing how you travel? (866 responses)



Q15. Do you consider the environment and climate change when choosing how you travel? (865 responses)



Q16. Do you own a car? (868 responses)



Q17. (If Yes) What are the reasons for owning a car? (406 responses)



Note: People were directed to Q17 only if they answered "YES" to Q16.

If you choose 'other', please specify here (114 responses)

Most common reasons among "other" are:

- carrying heavy stuff/shopping/take things to skip
- Public transport not reliable, doesn't go where I need to go/ too expensive for families (especially for long journeys)
- Start work outside public transport times

- Feel safer in my car
- It's a choice/freedom/human right
- multiple destinations at once, multiple kids activities
- volunteering
- Can't take dogs on some public transport

Q18. (If no) What are the reasons for not owning a car? (457 responses)



Note: People were directed to Q18 only if they answered "NO" to Q16.

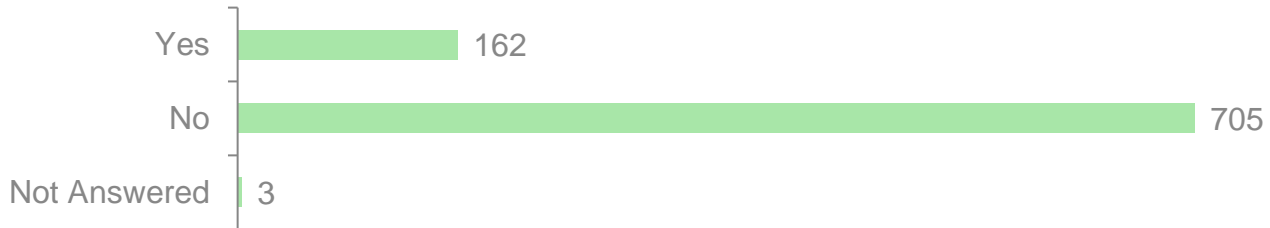
If you choose 'other', please specify here (90 responses)

Most common reasons among "other" are:

- No parking/hard to park/ car free development
- Use car sharing
- Not justify the cost/not worth owning, better to rent when needed
- Don't need one in London/lots of alternatives
- Priced out of having one/ can't afford
- Mental wellbeing/Stress/don't like/don't want to endanger other road users

- Walking & cycling is quicker/easier
- Depends on the stage of life

Q19 Do you have a membership to a car club (car sharing)?
(867 response)



Q20. What are the reasons for having a car club membership?
(157 responses)



Note: People were directed to Q20 only if they answered “YES” to Q19

If you choose 'other', please specify here (27 responses)

Most common reasons among “other” are:

- Provide access to larger vehicles to move stuff (e.g. vans)
- Public transport unreliable
- Because membership is free (wouldn't have if you need to pay)
- Flexible options
- Occasional use of cars only
- Sharing own car with others
- Use as second car when needed
- Cheaper than Uber/Taxis

Q21. (If no) What are the reasons for not having a car club membership? (680 responses)



Note: People were directed to Q21 only if they answered “NO” to Q19

If you choose 'other', please specify here (164 responses)

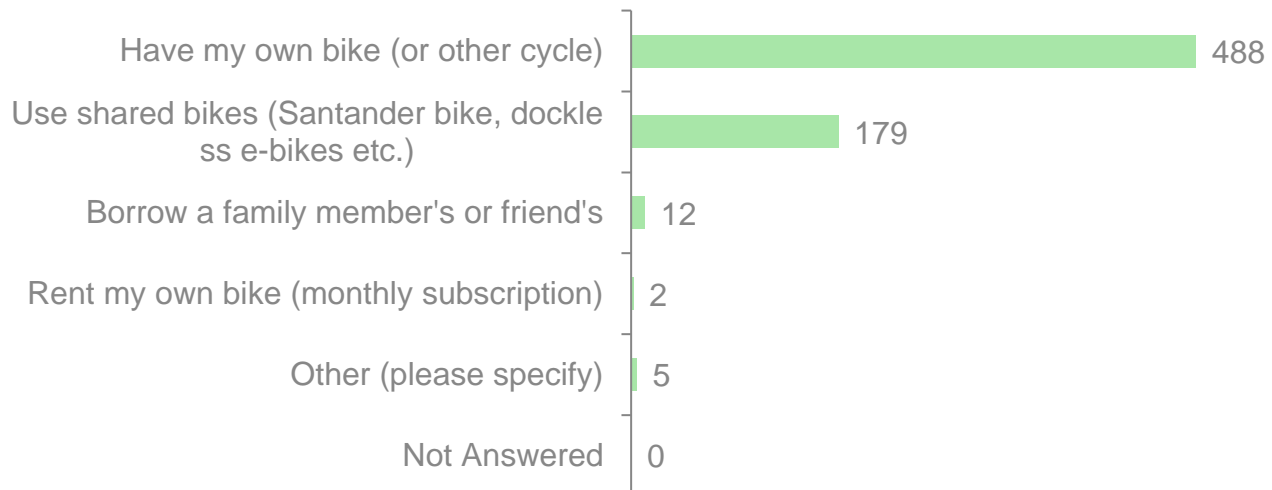
Most common reasons among “other” are:

- No guarantee you will have a car available/need car available all time for emergencies
- Disability - need special car or need car to the door
- Difficult to be spontaneous
- Can't take dog
- Difficult with kids/can't get seats for kids
- Not aware/don't know enough
- Don't offer all types of vehicles (e.g. too small, no campervan)
- Nervous about the technology to use it/ terms and conditions
- Don't drive/ Have licence for less than a year and can't use it
- Personal choice
- Not practical for longer/rural journeys/can't use overnight/expensive for long hires

Q22. Do you cycle (at least once a month)? (866 responses)



Q23. (If yes) What do you use to cycle? (525 responses)



Note: People were directed to Q23 only if they answered “YES” to Q22.

Analysis of “other” responses (8 responses)

Most common reasons among “other” are:

- cargo bike rental scheme
- alternate between own bikes and rental e-bikes depending on the journey
- bike sharing schemes like Lime or Santander.
- cargo bikes for school run and normal bikes for personal use
- injuries preventing cycling

Q24. (If no) What are barriers to you taking up cycling? (338 responses)



Note: People were directed to Q24 only if they answered “NO” to Q22.

If you choose 'other', please specify here (132 responses)

Most common reasons among “other” are:

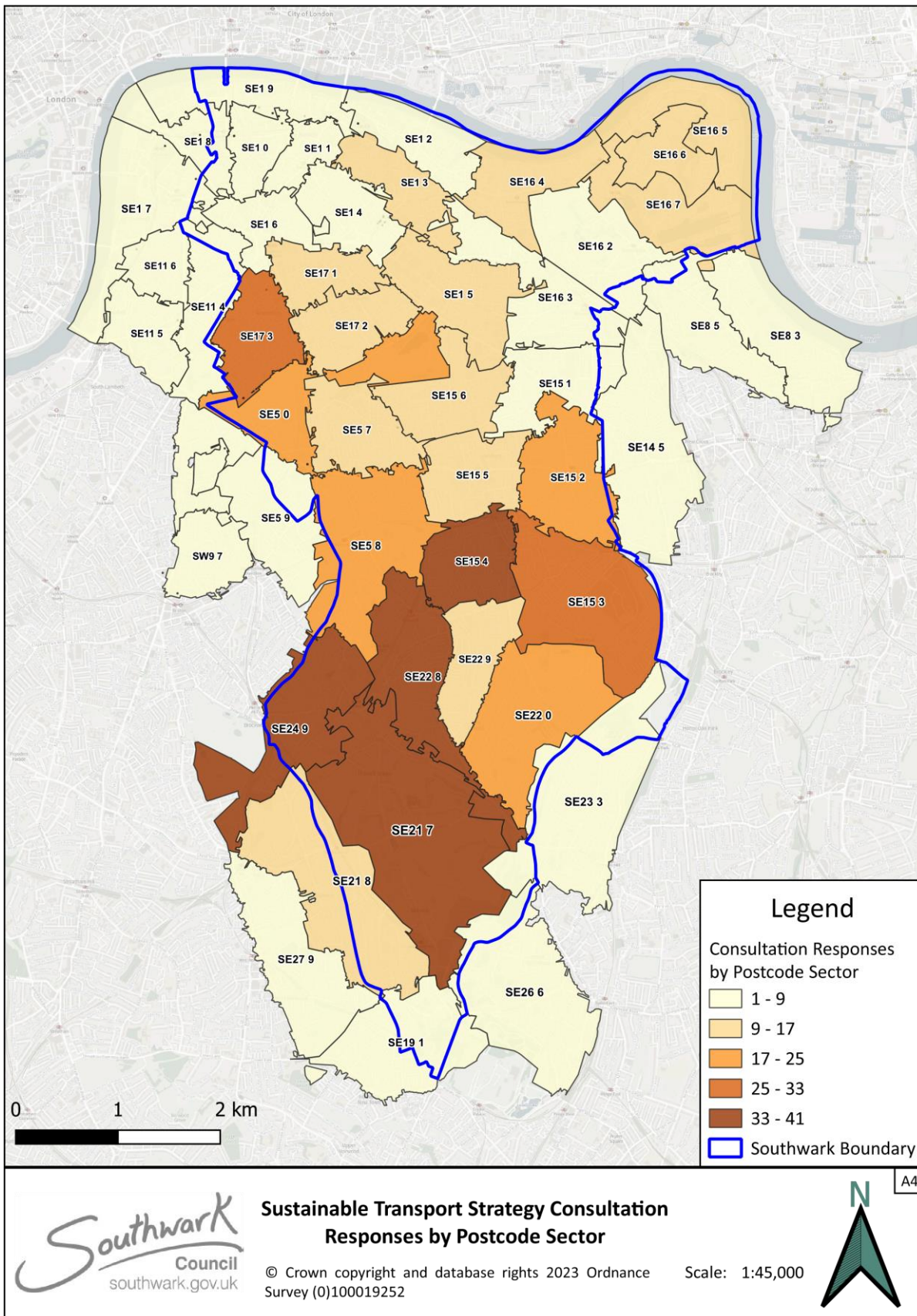
- Medical reasons/disabilities/health/too old
- Journey is too long for a bike
- Don't fit on cycle hire options
- Don't want to cycle/ prefer other modes
- Too dangerous/safety/many near misses
- Other cyclists/other road users behaviours
- Local topography
- Can't cycle/never learnt
- Have a baby/kids/dogs/need to take other people with me
- Work with vehicle/carry heavy things/taxi
- Air pollution/breathing
- Can't afford a bike or bike storage (e.g. hangars)
- weather/only in summer/good weather
- Bike theft

Q25. Did you know the council provides free cycle training for all ages and abilities? (865 responses)

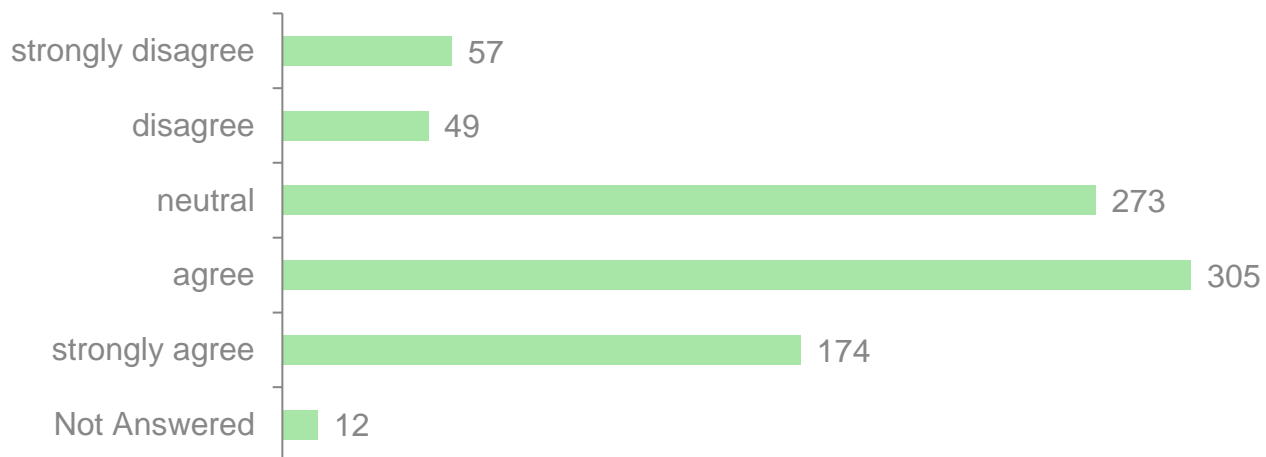


Q26. What area do you live in (postcode)?

The map includes 566 postcode sector responses, 270 responses did not provide postcode information up to the postcode sector and have been excluded from the map. The remaining 34 postcode sector responses were excluded as they were located further away from the Southwark boundary.



Q27a. Since the pandemic, my neighbourhood has become more important to me. (858 responses)

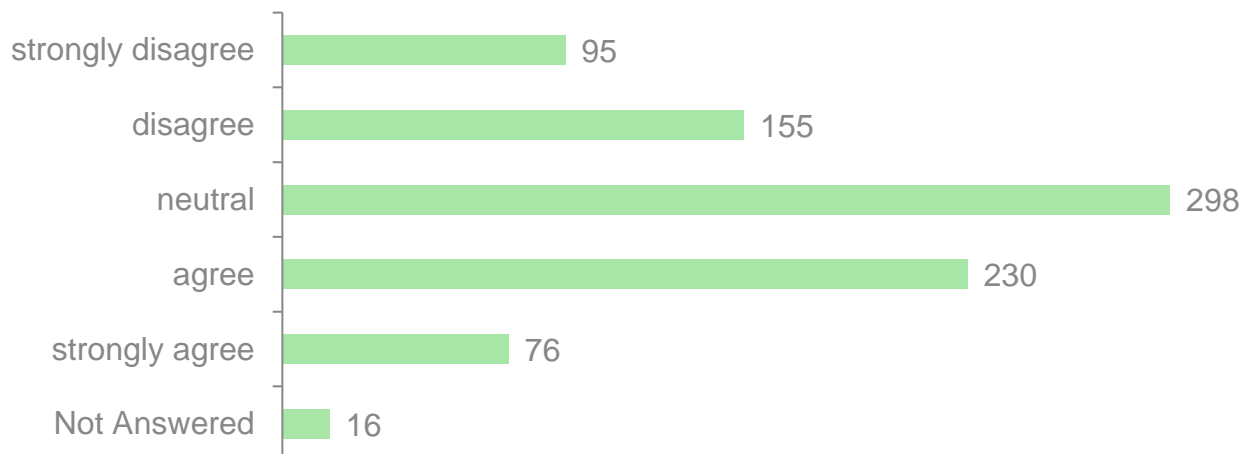


Q27b. Please explain your answer (544 responses)

Amongst the people that agreed that their neighbourhood had become more important to them, the leading explanation was quite simple – they were spending more time there. The introduction of lockdowns and working from home meant they spent more time locally, getting to know their neighbours better and becoming more familiar with what was available locally. Most people saw this positively, though some people realised improvements were needed.

Interestingly, a lot of people who said that their neighbourhood had not become more important to them said so because it was already important.

Q28a. Since the pandemic, what I need from my neighbourhood (about 15 min by foot from my home) has changed. (854 response)

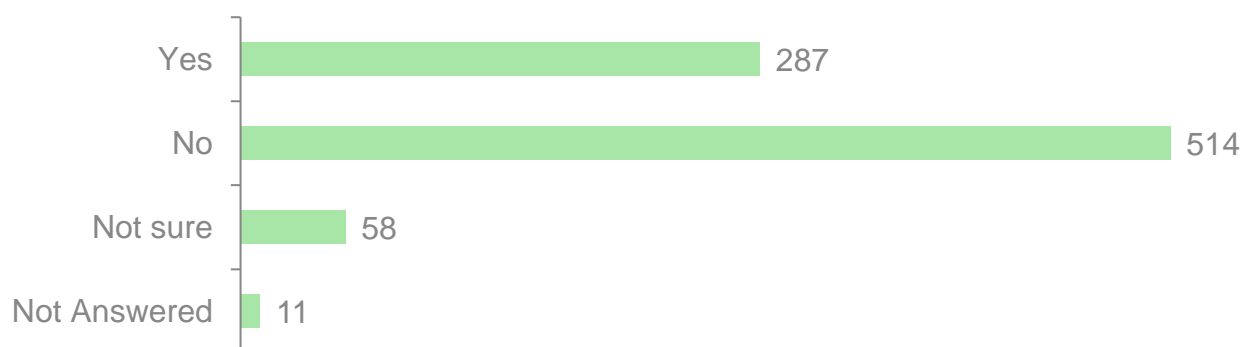


Q28b. Please explain your answer (456 responses)

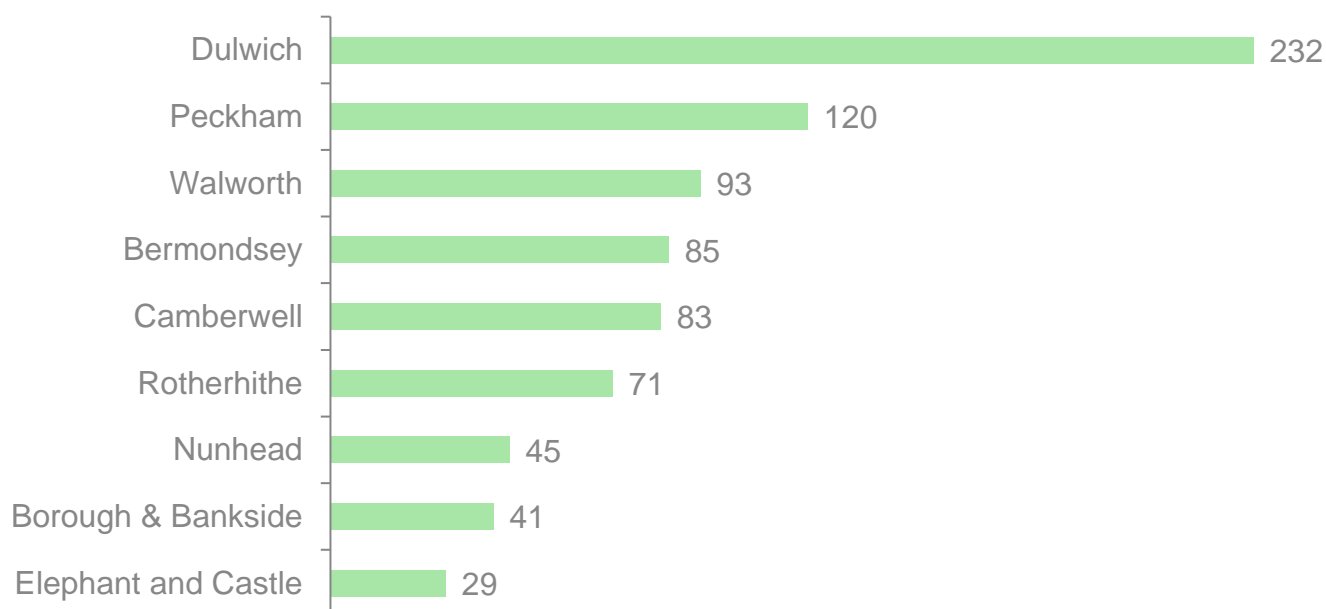
People that said their needs from local neighbourhood has changed mostly identified that being able to access important shops and services nearby was important, as well as green spaces. Most people were able to fulfil these needs, but some were not.

Similarly to Q27, a lot of people who said that what they needed from their neighbourhood has not changed, said so because their needs were already being satisfied locally before the pandemic.

Q29. The Cleaner Greener Safer programme funds local people's ideas for permanent improvements and physical items. Are you aware of this programme? (859 responses)

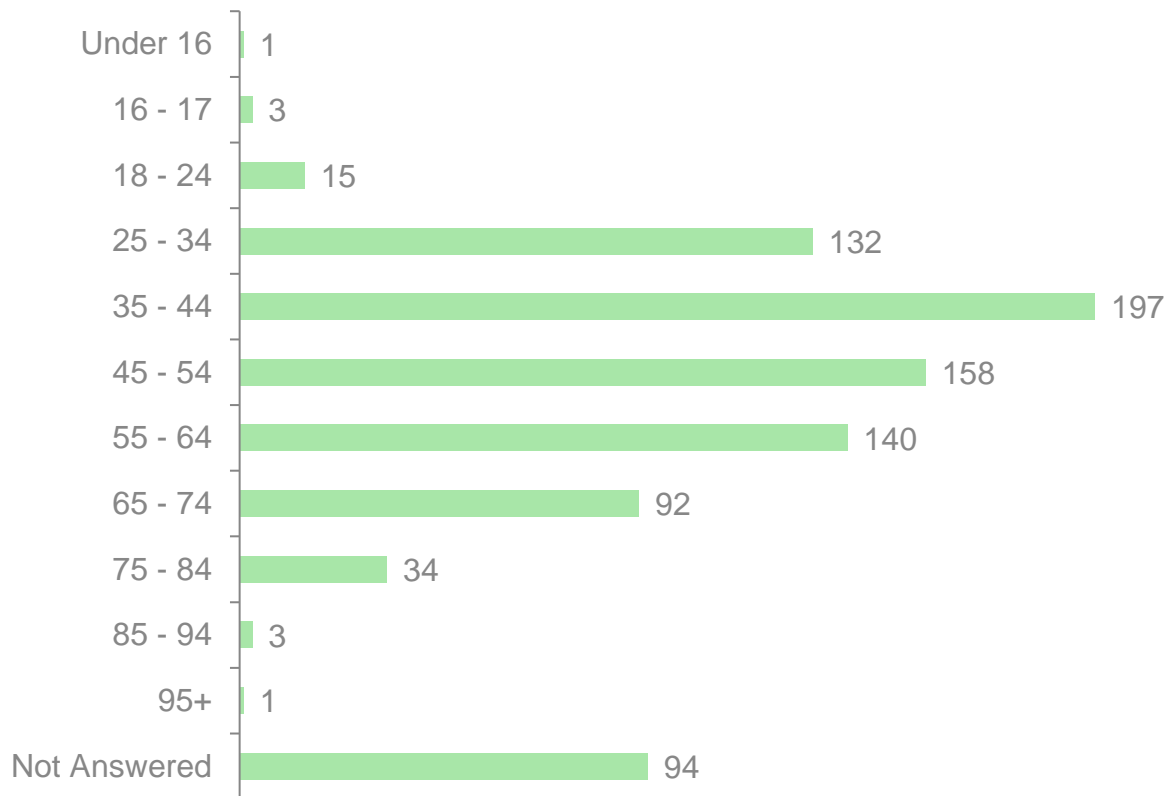


Q30. If you live in Southwark, which community area do you live in? (799 responses)

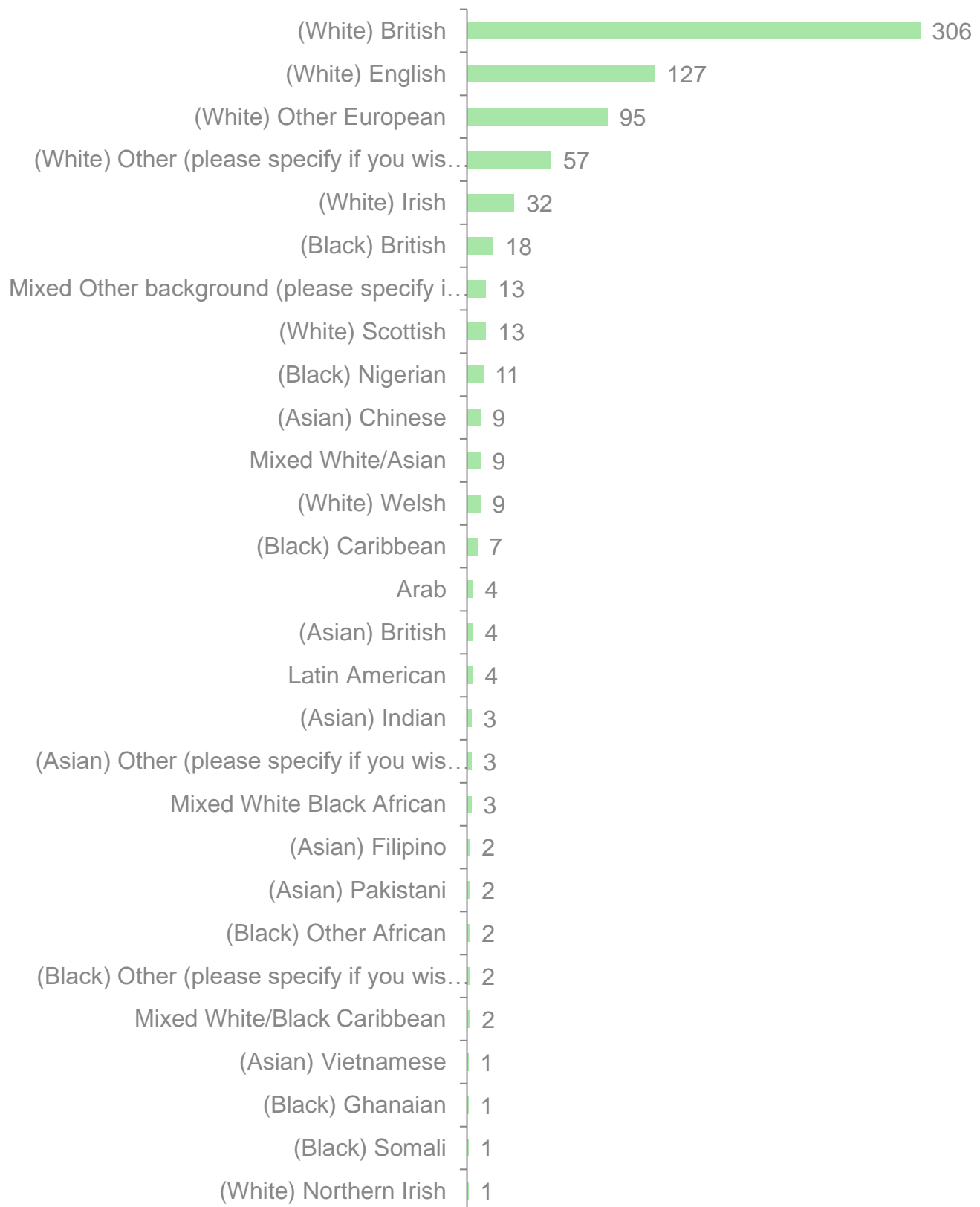


Q31. Equalities questions

Age (776 responses)



What is your ethnic background (full breakdown)? (752 responses)

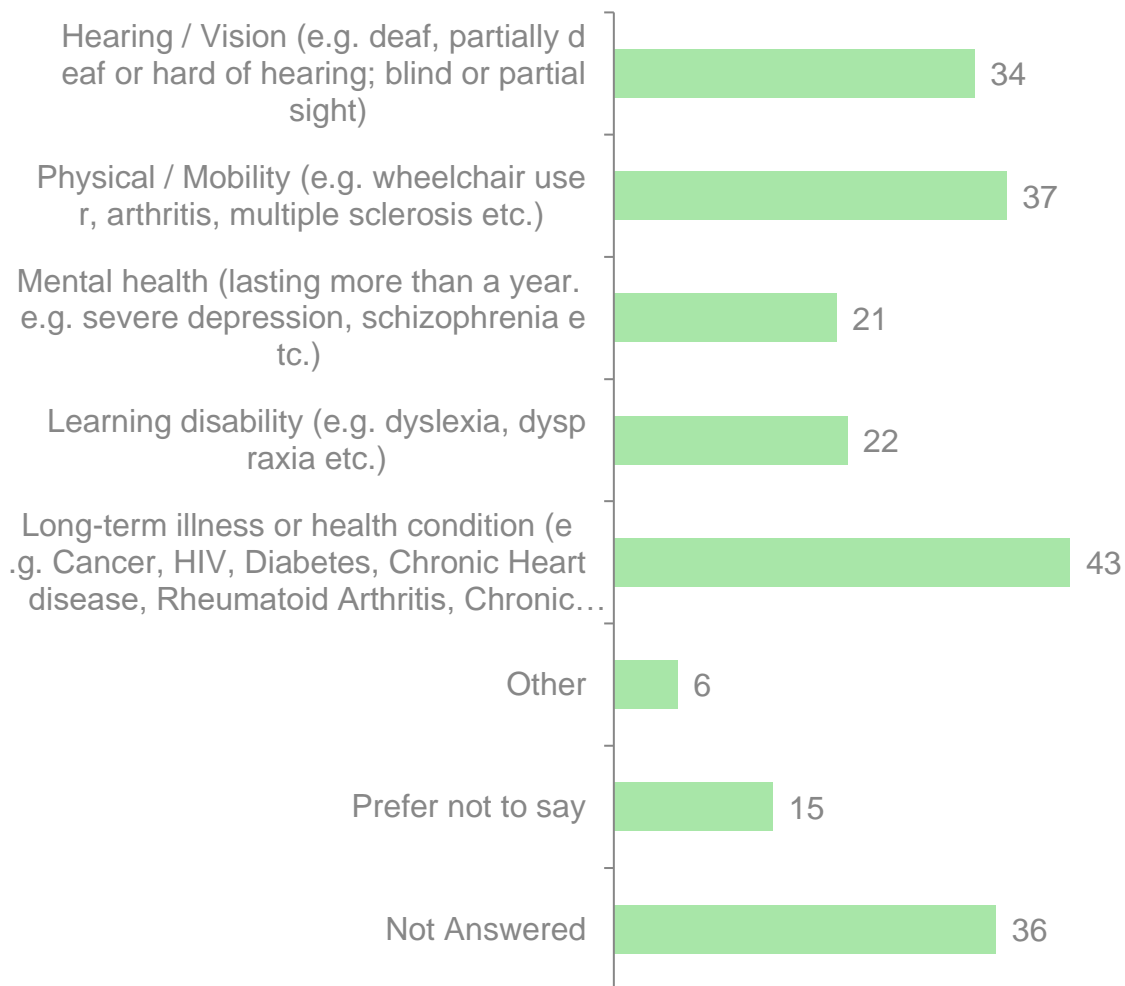


Please specify further if you wish (63 responses)

Are you disabled? (758 responses)

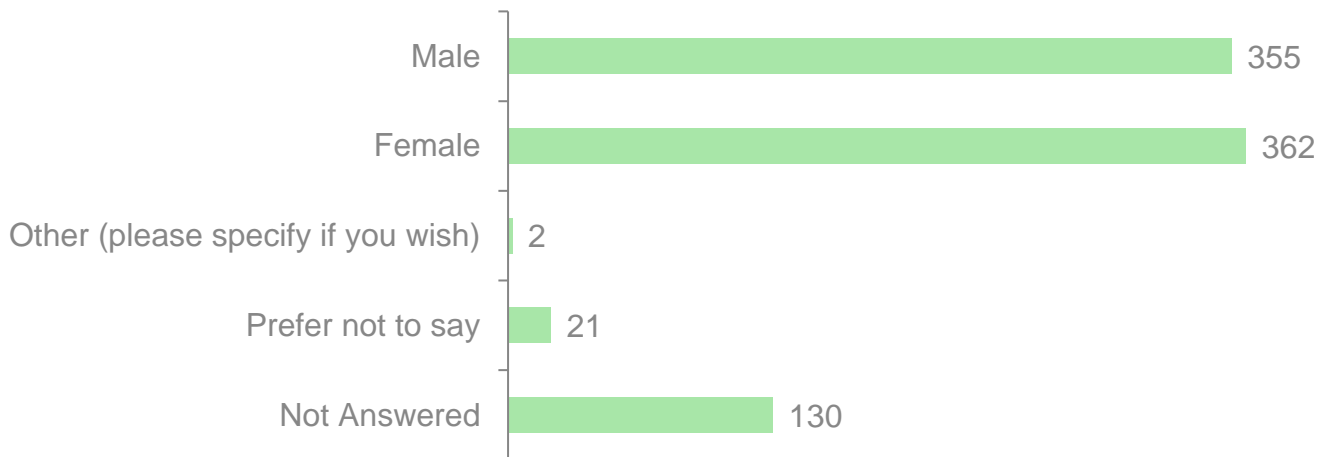


Please state the nature of your impairments (134 responses)



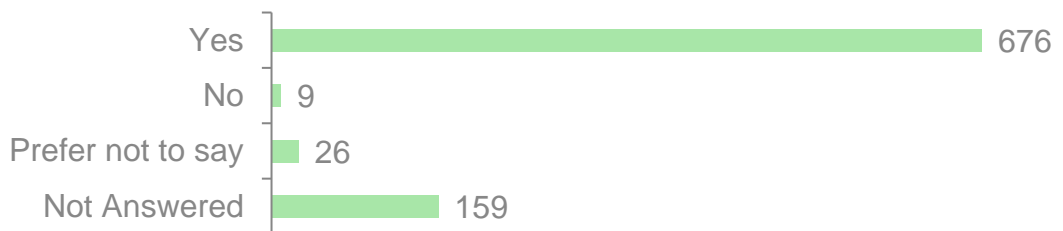
Please specify further if you wish (13 responses)

What is your sex as recorded at birth? What is your sex as recorded at birth? (740 responses)



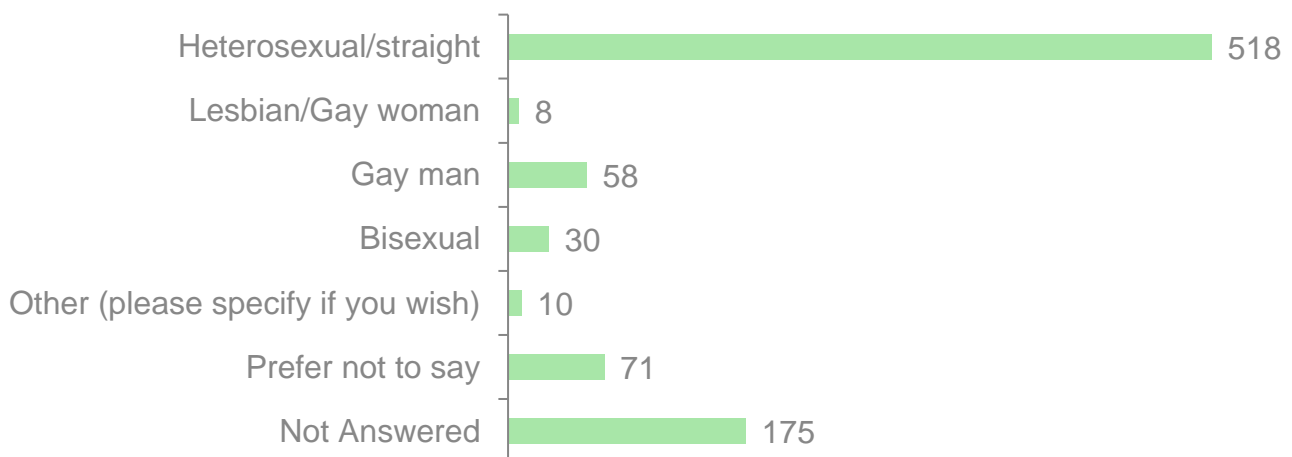
Please specify further if you wish (13 responses)

Is the Gender you identify with the same as the sex you were recorded at birth? (711 responses)



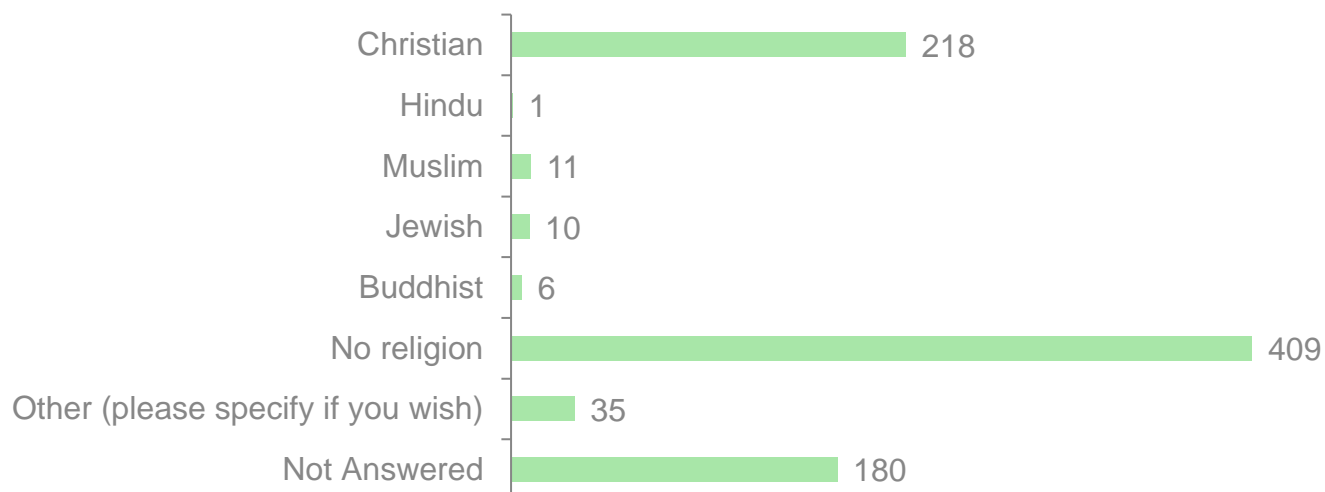
If no, how would you define your gender identity? Please specify if you wish (14 responses)

Which of the following best describes your sexual orientation? (695 responses)



Please specify further if you wish (13 responses)

What is your religion or belief? (690 responses)



Please specify further if you wish (34 responses)

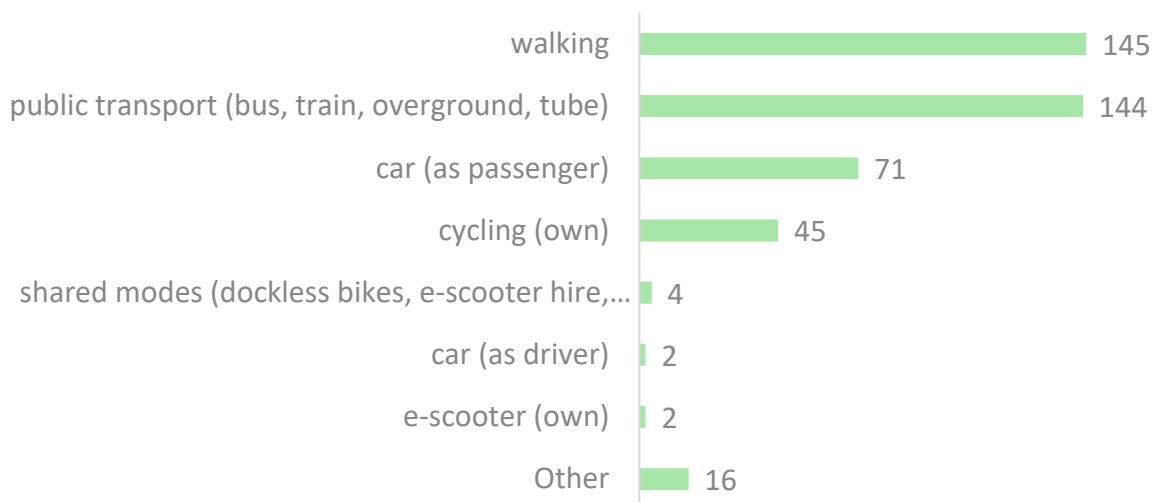
Appendix B

Youth Survey Results (responses from under 25)

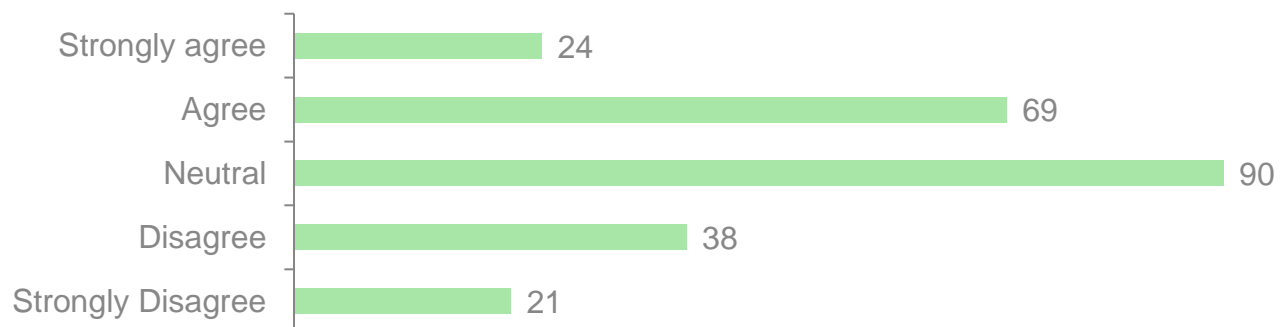
The survey ran from 6 December 2022 to 5 February 2023. The youth survey had a total of 292 responses, 46 stated that they were over 25, 234 people said that they were under 25 and 12 people did not answer. The 12 people who did not provide their age have been included in the under 25 group. The 46 over 25 have been analysed separately and this data can be found in Appendix C.

Q2. How do you normally get around Southwark?

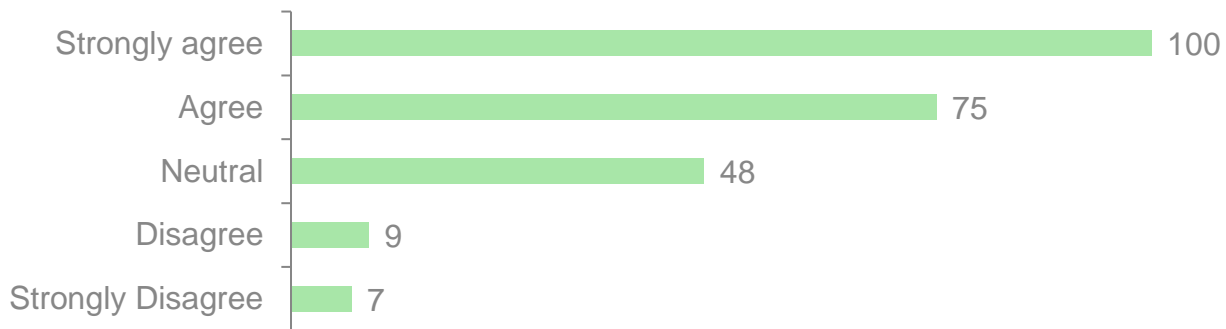
Choose the two most used ways you move and travel around the borough



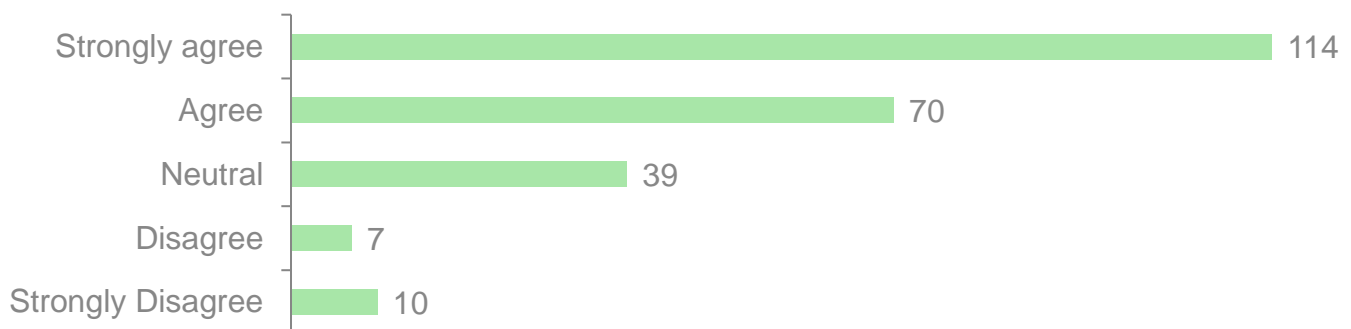
Q3. It takes courage to cycle in Southwark (242 responses)



Q4. It is important to reduce traffic in Southwark (239 responses)



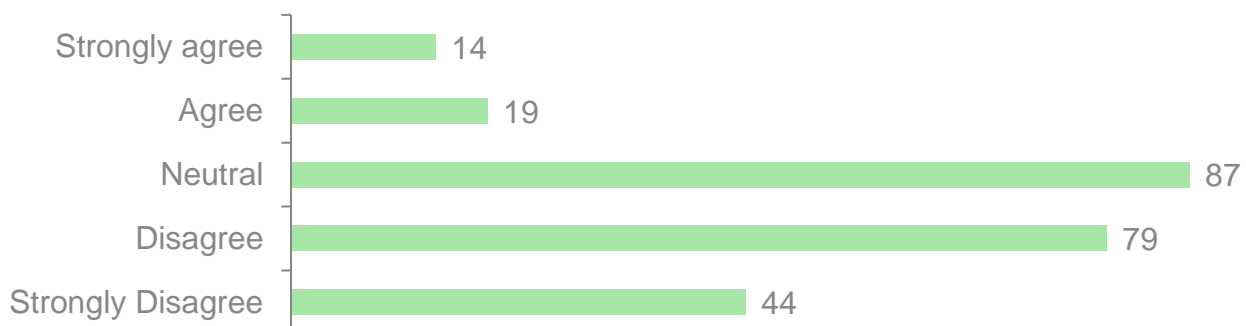
Q5. I feel worried about the impact of climate change on my future (240 responses)



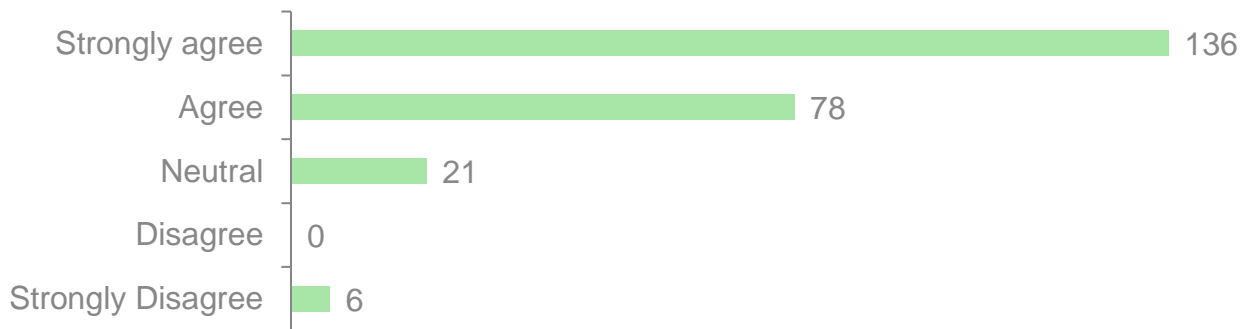
Q6. I feel worried about the impact of poor air quality on my health (241 responses)



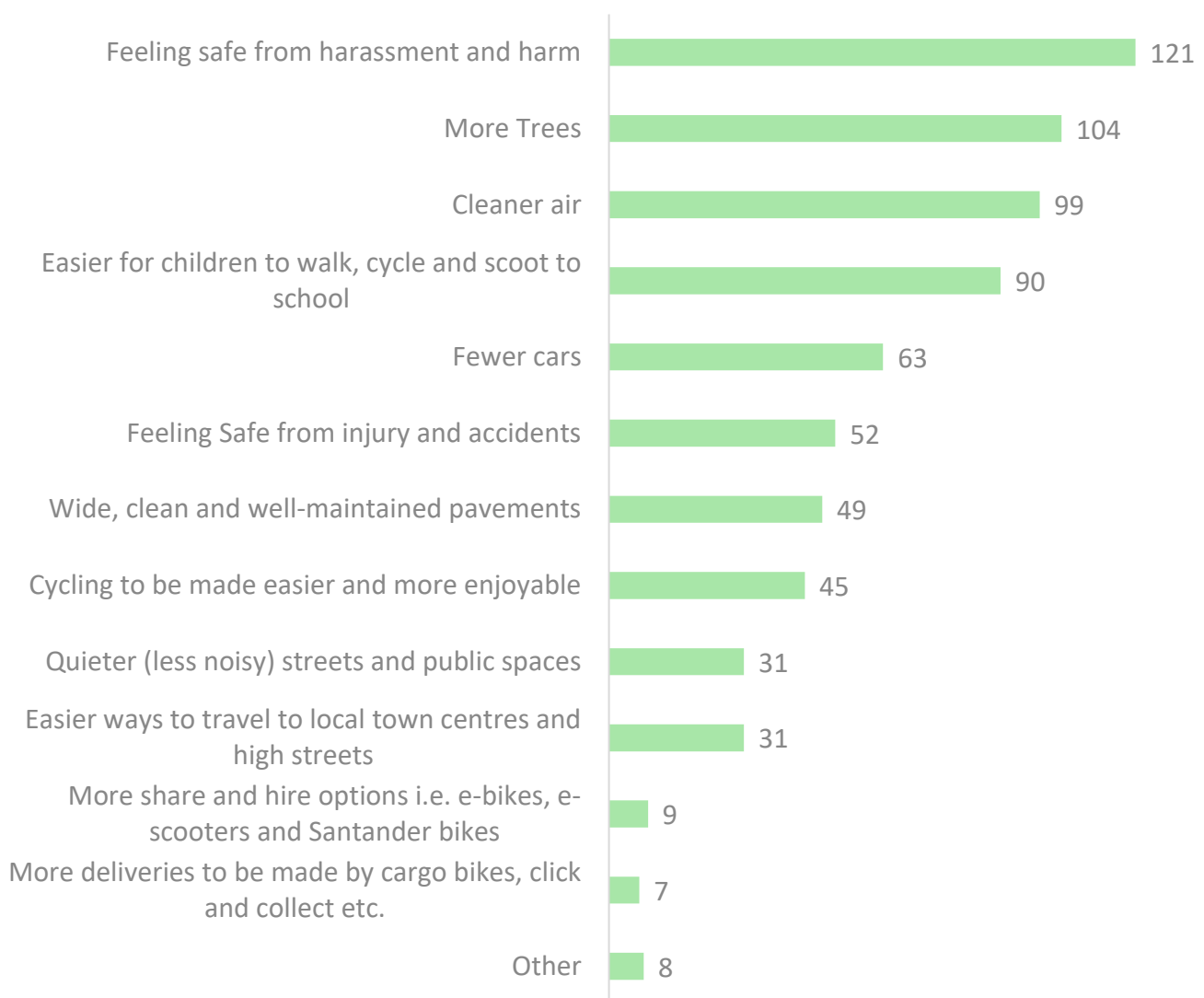
Q7. I feel my voice is heard in issues impacting my future (243 responses)



Q8. To act on climate change we need to change our behaviour (241 responses)



Q9. Which of these are priorities for transport and mobility in Southwark according to you? Pick the 3 things you think are most important.

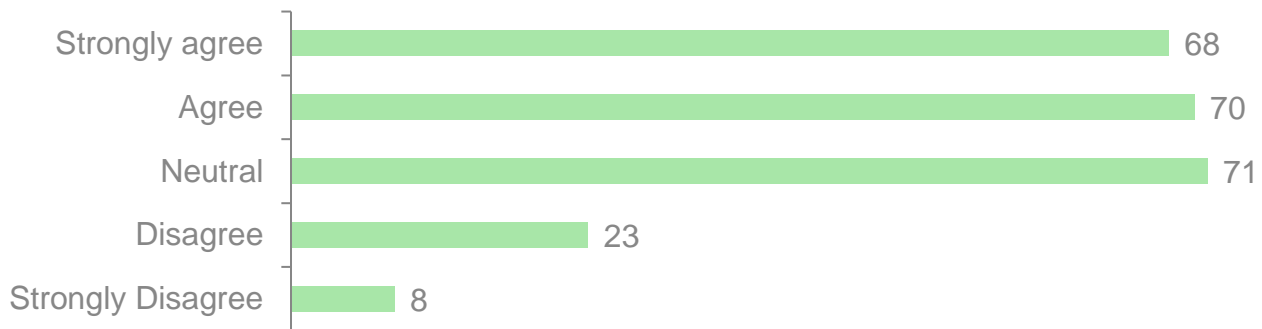


Q10. Why did you pick these 3? (221 responses)

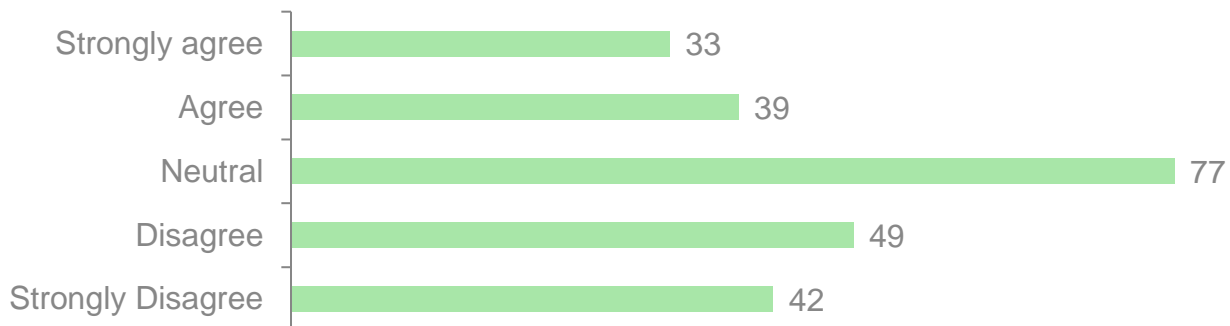
Theme	More about theme	Selected quote
Feeling safe	<p>Safety is by far the most mentioned reason for choosing these priorities. This includes feeling safe from crime, traffic, and air pollution. People want to be able to travel on their own, play outside, cycle and go to school without worry or fear for their safety and health. It is also highlighted that fear influence decisions around travel option for example acting as a deterrent from cycling. It is further expressed that if you felt safe travel in an 'eco-friendly way' would be more feasible.</p> <p>Feeling safe as a women; moving freely, by yourself, and at all times of the day without feeling worried and scared is particularly highlighted.</p>	<p>"Because I want to feel safer as a young girl in Southwark and currently I am worried walking around by myself." 14 – 15, Female, White English</p> <p>"It is important to feel safe because it makes more people want to travel in an eco-friendly way." 12 – 13, Female, White English</p> <p>"I think safety comes first, then the climate." 10 – 11, Female, Chinese</p> <p>"I feel that feeling safe is very important as that gives us youth the courage to take part in local activities which can help make a change for other problems." 14 – 15, Female, Sierra Leonean</p>
Positive impact on health and wellbeing	<p>Seeking change that will have a positive impact on mental and physical wellbeing. Such as a reduction of air pollution which might also increase willingness to travel sustainably.</p>	<p>"Because I feel that children should be able to get exercise and fresh air on the way to school, everyone's physical and mental health is helped by trees and green spaces, and somewhere safe from harassment and harm is a space where people will feel happy and relaxed." 12 – 13, Female</p> <p>"I felt they would make the most impact to improve people's fitness, willingness to travel sustainably, and help make being in public spaces more enjoyable." 12 - 13, Male, White English</p>
Improving conditions for cycling and walking	<p>There is a pronounced desire to cycle more. However, due to traffic and air pollution it is experienced as less safe to do so. They also highlight the conflict that exists between cars and people walking, noting that walking can feel intimidating.</p>	<p>"Because cycling is the easiest way to get exercise whilst travelling and without harming the environment, so it should be made more accessible for everyone." 12 - 13, Female, Mixed White/Asian</p> <p>"I would cycle around more if there were more cycle paths and emptier roads and I think it could have large impacts on mental health and the environment if people felt safer and more able to cycle around. I think green spaces are important for mental health and physical health." 16 – 17, Female, White English</p>

		<p>"I cycle a lot and it's sometimes very difficult in the morning when there are a lot of cars and traffic, which is definitely a factor preventing me from cycling more often."</p> <p>14 – 15, Female, White English</p>
Clean and enjoyable environment	Would like a clean and enjoyable environment free from litter, with clean and clear pavements.	
Help climate change	Would like to see positive impact for climate change and the environment prioritised. If we do not take action on climate issues we will have no future to speak of.	<p>"The focus has to be on reducing climate change, and actually reducing them instead of focusing them into different areas"</p> <p>14 – 15, Prefer not to say, White Welsh</p> <p>"Because without these changes the world will be not a great place to live in and we have to put the environment in front of ourselves"</p> <p>10 – 11, Female, Other European</p>
For Southwark's communities now and in the future.	Make Southwark a nice place to live in, considering present and future generations.	
Less traffic	Would like less traffic and cars to make streets calmer and for it to be easier to cycle. Reduction of traffic is linked to cleaner air and less air pollution.	
Clean air	Would like for it to be less polluted in Southwark with cleaner air. It impacts everyone and is important for our health.	<p>"Because I have asthma and I want clean air, and for it to be more peaceful and trees will make that happen."</p> <p>Under 10, Male, White English</p>
Greening	Would like to see more green spaces for a healthy environment in which nature can thrive that cleans the air.	<p>"It is important to have green spaces and many trees to maintain a healthy environment . We need trees to keep the air clean and healthy. Nice pavements help with safety and a nice area."</p> <p>12 – 13, Female, Other mixed background</p> <p>"Because they would create more oxygen and absorb the CO2."</p> <p>10 – 11, Male, Mixed White/Asian</p>

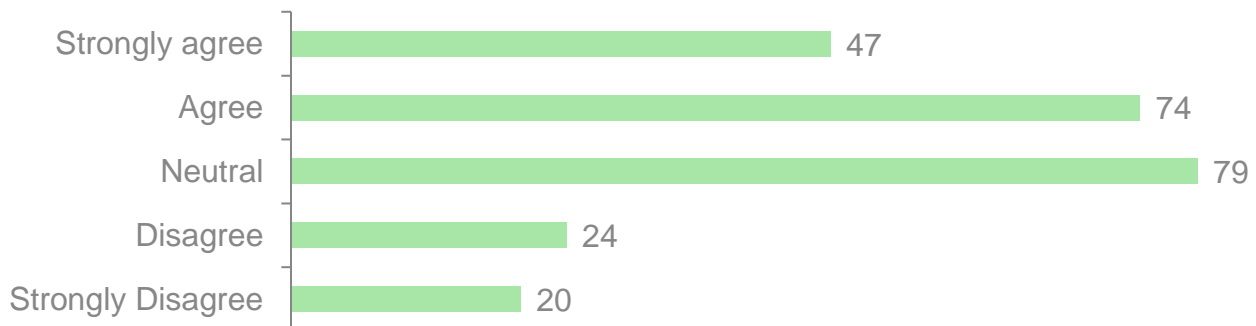
Q11. Do you consider your safety when choosing how to travel? (240 responses)



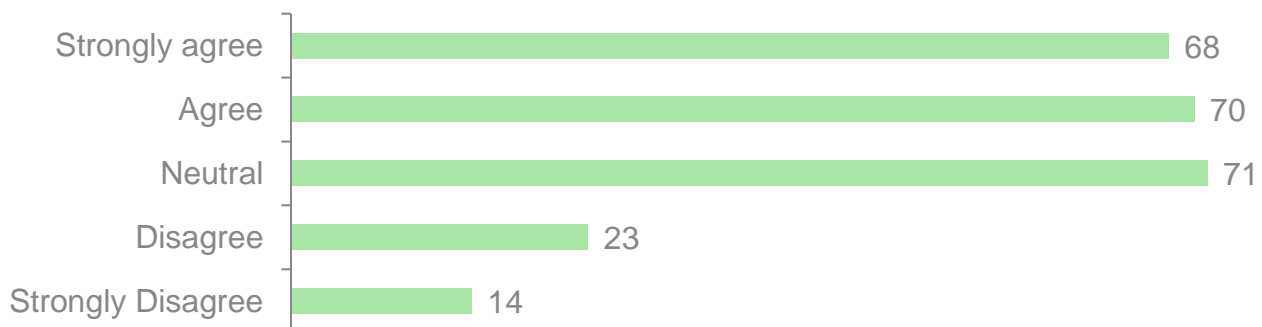
Q12. Do you consider your mental wellbeing when choosing how to travel? (240 responses)



Q13. Do you consider your fitness/physical health when choosing how you travel? (244 responses)



Q14. Do you consider the environment and climate change when choosing how you travel? (246 responses)



Q15. Write a message to the leaders of Southwark. What would you like to tell them about transport, climate change and the future? What is important for them to hear? (197 responses)

Theme	About the theme	Selected Quotes
Show leadership and take action on climate change issues	<ul style="list-style-type: none"> • There is a strong call to action from young people to help our planet and future. They ask leaders to be bold, brave and do the right thing by planet and people. • They are looking for drastic and ambitious change, to do more than bare minimum, and to do it now. The future will be bleak if action is not taken. • They assert that climate change is not a problem for young people, or 'other' people. Don't leave it to future generations to sort out. 	<p>"Climate change is not a problem for young people, it is a problem for everyone. Please stop telling teenagers that we're the solution, and that you have hope for us, instead of making the real impactful change. You are the adults. You do it." 16 – 17, Female, White English</p> <p>"Don't just speak about it [climate change] take action for our planet and future" 10 – 11, Female, Asian British</p> <p>"Leaders you are put in your positions as leaders to influence outcomes for our communities. Please, act fast to improve the climate, cut emissions, plant more trees, especially in deprived areas and schools." 12 – 13, Male, Prefer not to say</p>
Feeling safe while getting to and from the places you need	<ul style="list-style-type: none"> • Young people want to be able to travel on their own without fear and worry. • Feeling safe is highlighted in situations such as travel to and from school, crossing roads and when it's dark outside. Feeling safe from negative impact of air pollution on your health is also highlighted. • When cycling feeling protected is raised, and mention cycle lanes as a way to address this. • Feeling and being safe is paramount to young people when using public transport, walking and cycling. 	<p>"People of all ages should be able to travel anywhere and feel safe. the future is not ok if someone can't walk down the road at 6pm and feel safe" 12-14, prefer not to say, White English</p>
Cycling, walking and scooting is climate action	<ul style="list-style-type: none"> • Public transport, walking and cycling are seen as way to address and take action on climate change. They would like for it to be easier and more enjoyable to walk, cycle and scoot in Southwark. 	<p>"Cycling is very important and enjoyable to me, but often there are hazards such as wandering pedestrians and delivery bikes which can make me feel that cycling would be unsafe." 12 – 13, Female,</p>

	<ul style="list-style-type: none"> • They would like to see less busy roads for cycling, more and connected cycle lanes. • Car free streets and pedestrianised areas are also desirable. 	<p>“If we have less cars and more people cycle we will have cleaner air and fitter people.” Under 10, Male, White English</p> <p>“I think you should encourage students to use transports that are good for the climate change as bicycle or public transport, with this I want to say that it should be a safe space for saving bicycles or something because many people do not come by bicycle to avoid it getting stole.” 16-17, Female, Other European</p>
Less traffic on Southwark roads	<ul style="list-style-type: none"> • Young people would like to see less cars, pollution and traffic on Southwark roads. This would lead to cleaner air, safer crossings, encourage cycling and healthier people. 	<p>“I would like to see less traffic around the streets of Southwark as I feel that this is having the largest impact on the well-being of everyone who lives there. I would also like the public transport system to be improved as I think that this is the easiest way for us to transition into a greener way of living - particularly for school children.” 14 -15, Female, White British</p> <p>“There are too many cars and the drivers can be so nasty. They sometimes drive at my mum and dad and it can be very scary. I want there to be no cars.” Under 10, Female, White English</p> <p>“Please can we have more electric buses and encourage people to use their cars and vans less frequently. You should plant more trees and encourage people to walk and cycle more.” 10-11, Male , Asian British</p>
Reduce air pollution and cleaner air	<ul style="list-style-type: none"> • There is a strong support for clean air and reducing air pollution motivated by stopping global warming, improving people’s health and bright future. To achieve this they would like to see more climate friendly transport, electrification of modes, and more shared scooters and cycles. 	<p>“Reduce/change the types of engines/vehicles to minimise air pollution and traffic. Make more green nature spaces for better air quality, community support and animals habitats. More zebra crossings please.” Under 10, Female, Black British</p>
Young people’s voices to be heard	<ul style="list-style-type: none"> • They would like to have their voice listen to, respected and considered. It is their future at risk and they want to be involved and part of decision making about it. 	<p>“Make young people's voices heard, please. Thanks to this survey, we are able to have a bit of input. However, we are the next generation and this is the area we will grow up in. Thank you!” 16-17, Female, Black British</p>

“First of all I would like to thank you for taking a step in the right direction and giving us a voice to change our future. I hope that with our help you can give us access to more environmentally friendly transport and help us feel safer in our communities so that we can become more involved and make a difference in the nature of our area.”

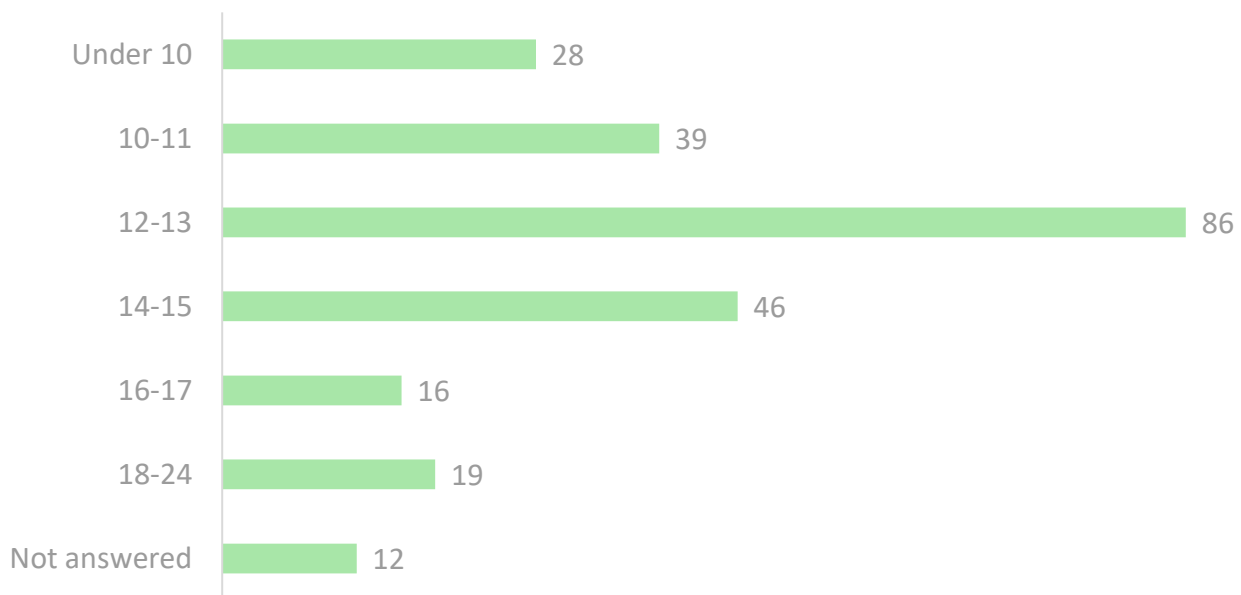
14-15, Female, Sierra Leonean

<p>More greenery and trees</p>	<ul style="list-style-type: none"> • More green spaces and trees are desirable. • Green spaces are seen ways to clean air, contribute to healthy environment, and space for the natural world to thrive. • Green space is also seen as to have positive impact on mental and physical wellbeing. 	<p>“I would like more trees to help people with asthma like me.” Under 10, Male, White English</p> <p>“I think many more green fields and areas are very important to maintain a healthy environment with fresh air and not as much pollution in the air.” 12-13. Female, Other mixed background</p>
<p>Busses are an important way to get places and to reduce climate impact</p>	<ul style="list-style-type: none"> • Buses are seen by many as the easiest and cheapest way to get to school. They would like to see improved frequency, reliability, consistency and cleanliness of buses. • Busses are seen as a key component to reducing cars on our roads and to travel sustainably. • The need for busses and public transport was noted as all cannot cycle. 	
<p>Contradictory feelings about road closures</p>	<ul style="list-style-type: none"> • Road closures has both strong support and opposition from young people. • On the one hand, road closures are seen as increasing and worsening traffic as well as worsening the air quality on roads where traffic is displaced. In addition, they create delays for buses and increase journey time to school. • On the other hand, some want to see more roads closed and instead build more cycle lanes in its place, make cycling 	<p>“I like the closed off streets as it feels a lot calmer and enjoyable to walk. I think we could reduce climate impact even more though” 10 – 11, Female, White English.</p> <p>“Congestion is a major issue in the borough; the road works and closures mean traffic is constant; it risks Southwark becoming an unhealthy place to spend time in. Health and environment are very important!” 16-17, Non-binary, Prefer not to say</p>

easier and plant more trees. Closing roads and using the space differently is linked to having a positive climate impact.

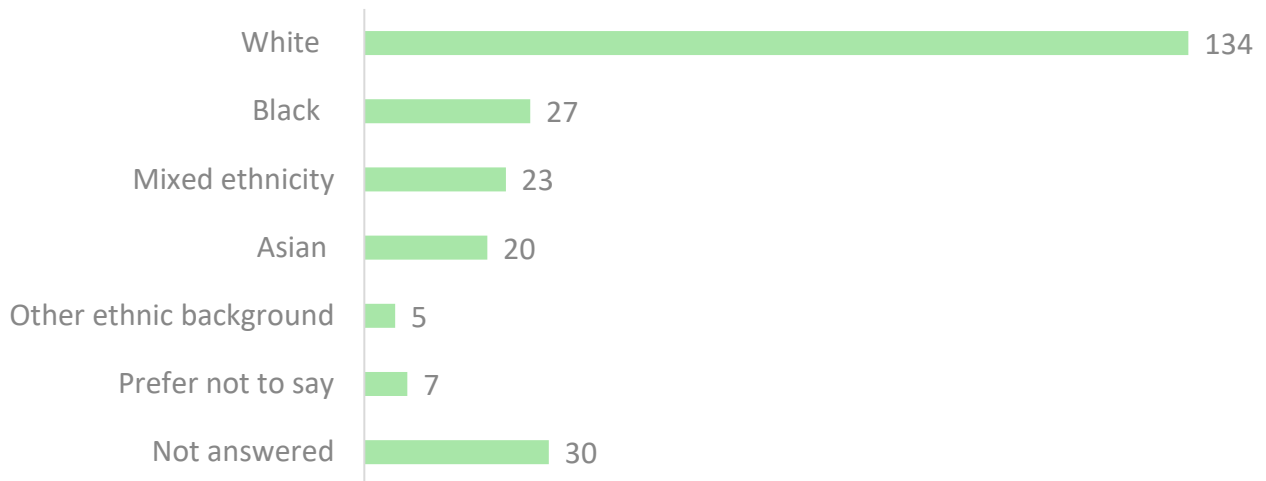
Equality questions

Q18. How old are you?

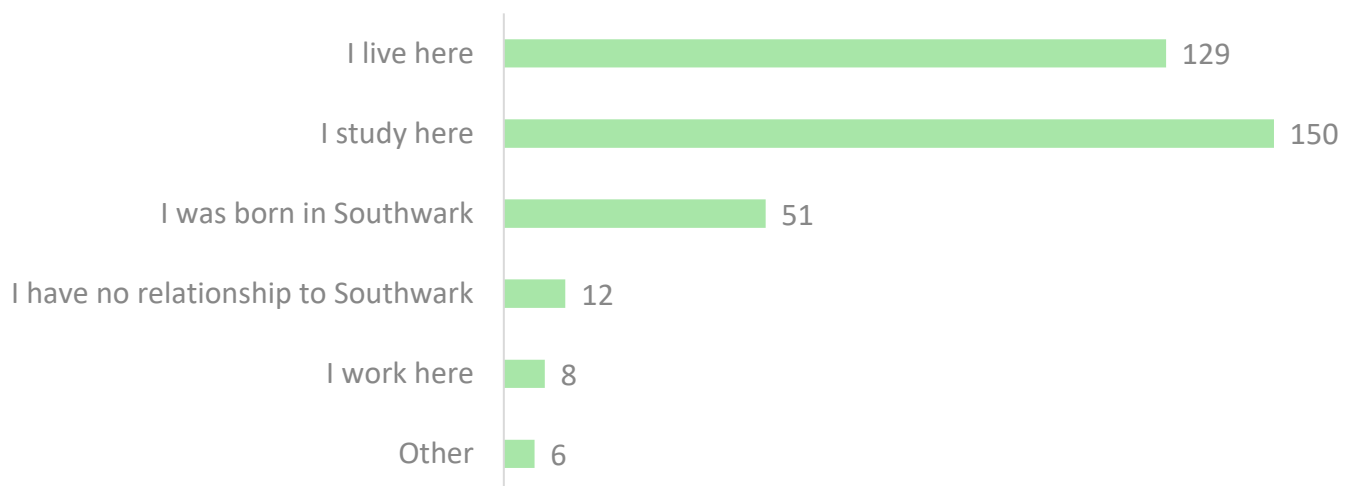


Q19. What is your gender?



Q20. What do you consider to be your ethnicity?**Q21. What is your relationship to Southwark?**

People could choose more than one option.



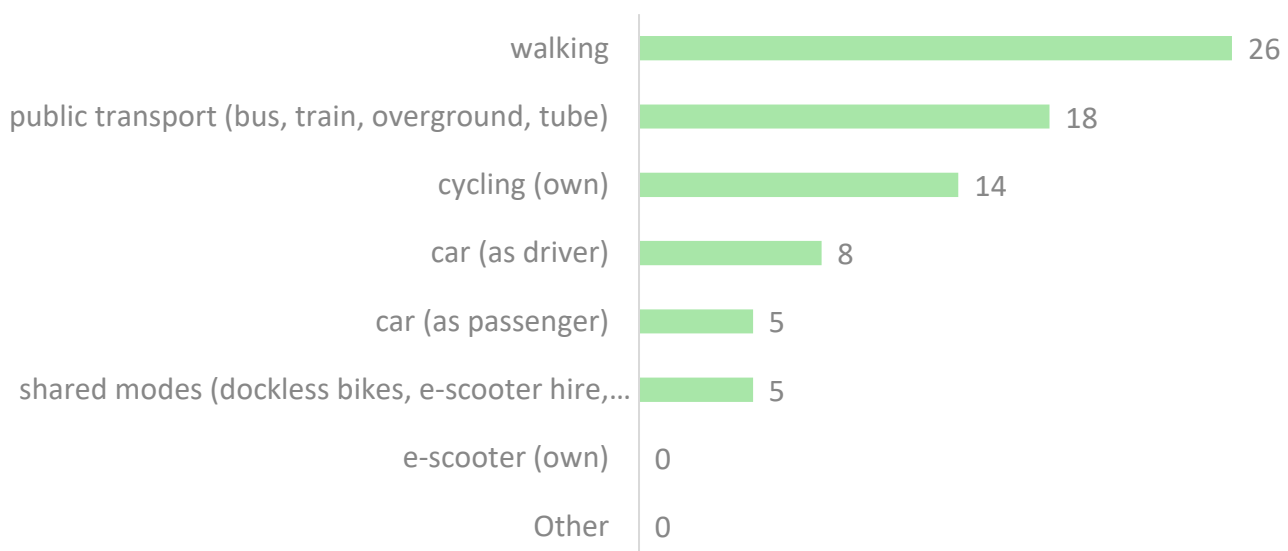
Appendix C

Youth Survey Results (responses from 25+)

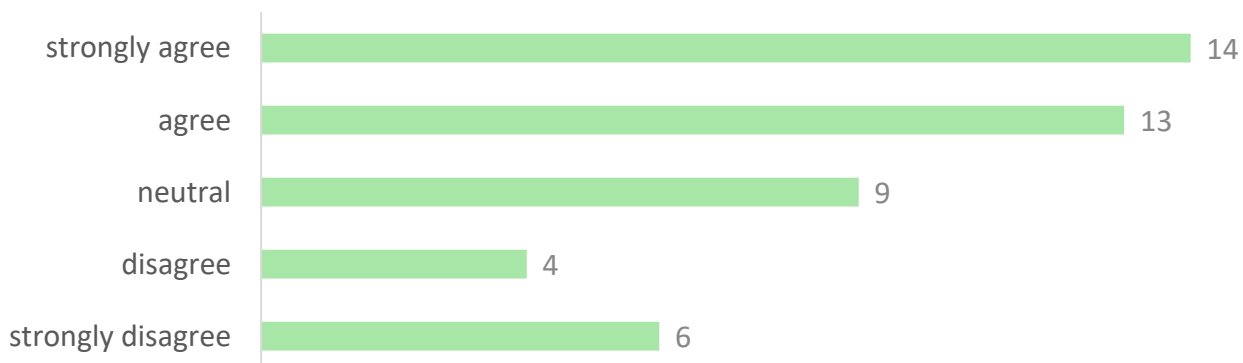
The survey ran from 6 December 2022 to 5 February 2023. The youth survey had a total of 292 responses, 46 stated that they were over 25, 234 people said that they were under 25 and 12 people did not answer. The 12 people who did not provide their age have been included in the under 25 group. The 46 over 25 have been analysed separately. The results from the under 25 responses can be found in Appendix B.

Q2. How do you normally get around Southwark?

Choose the two most used ways you move and travel around the borough



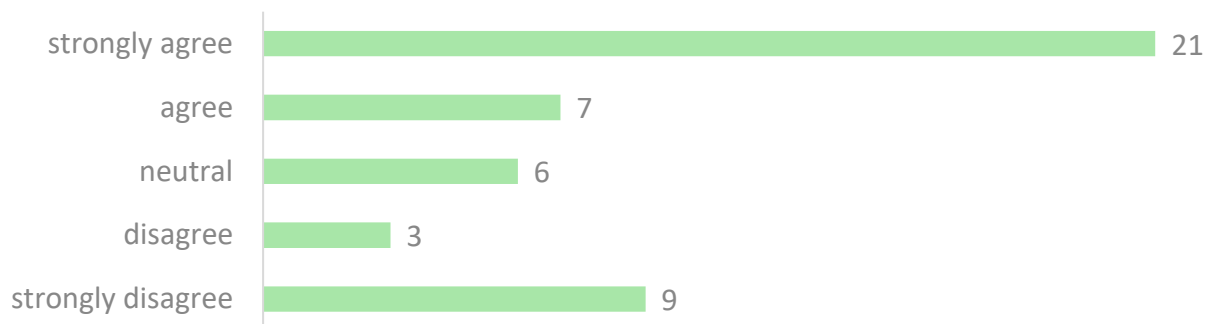
Q3. It takes courage to cycle in Southwark (46 responses)



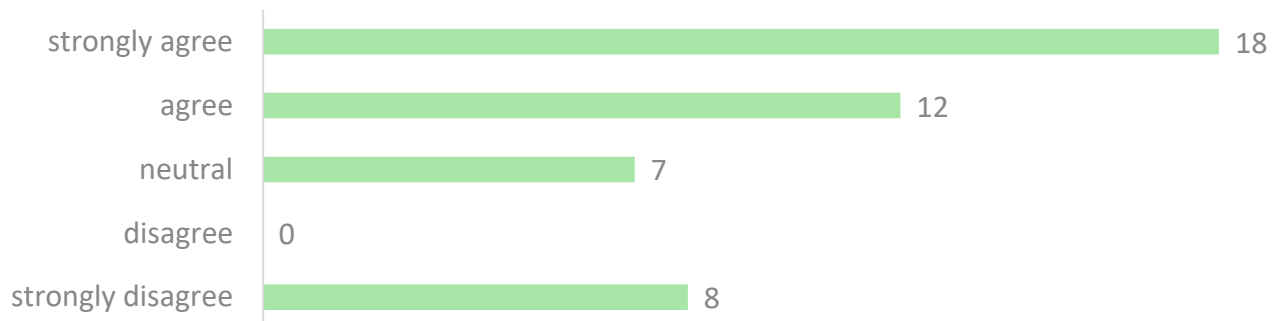
Q4. It is important to reduce traffic in Southwark (46 responses)



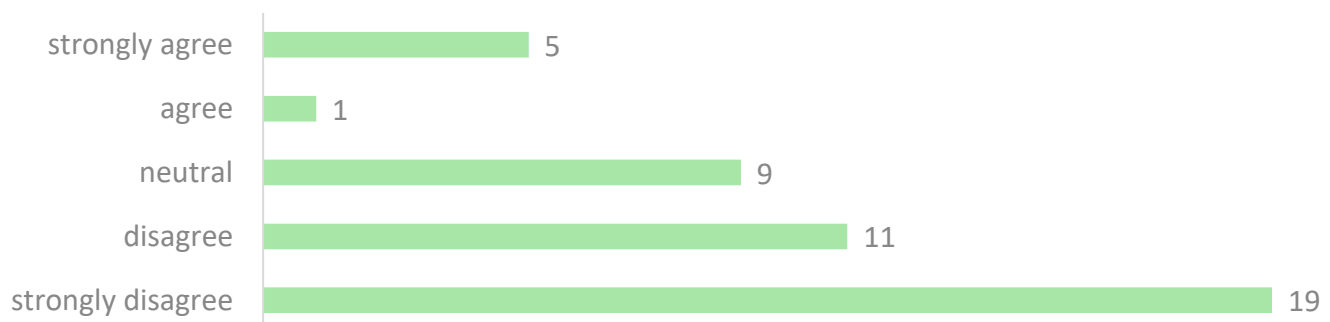
Q5. I feel worried about the impact of climate change on my future (46 responses)



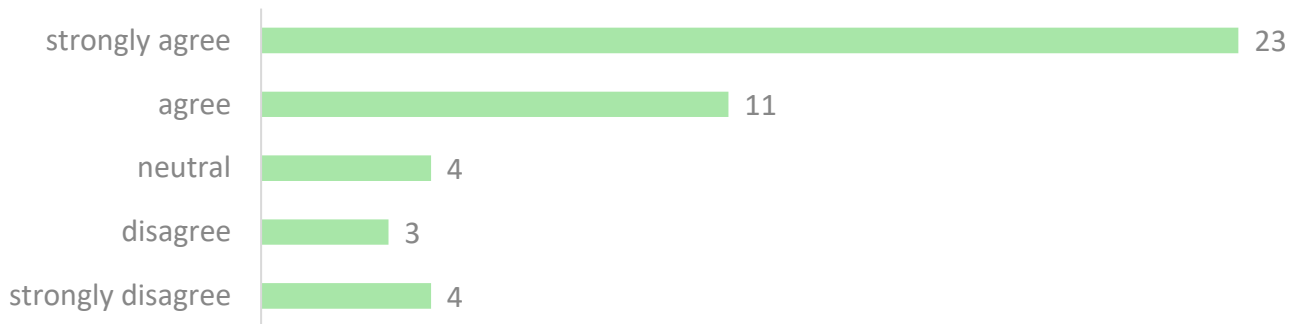
Q6. I feel worried about the impact of poor air quality on my health (45 responses)



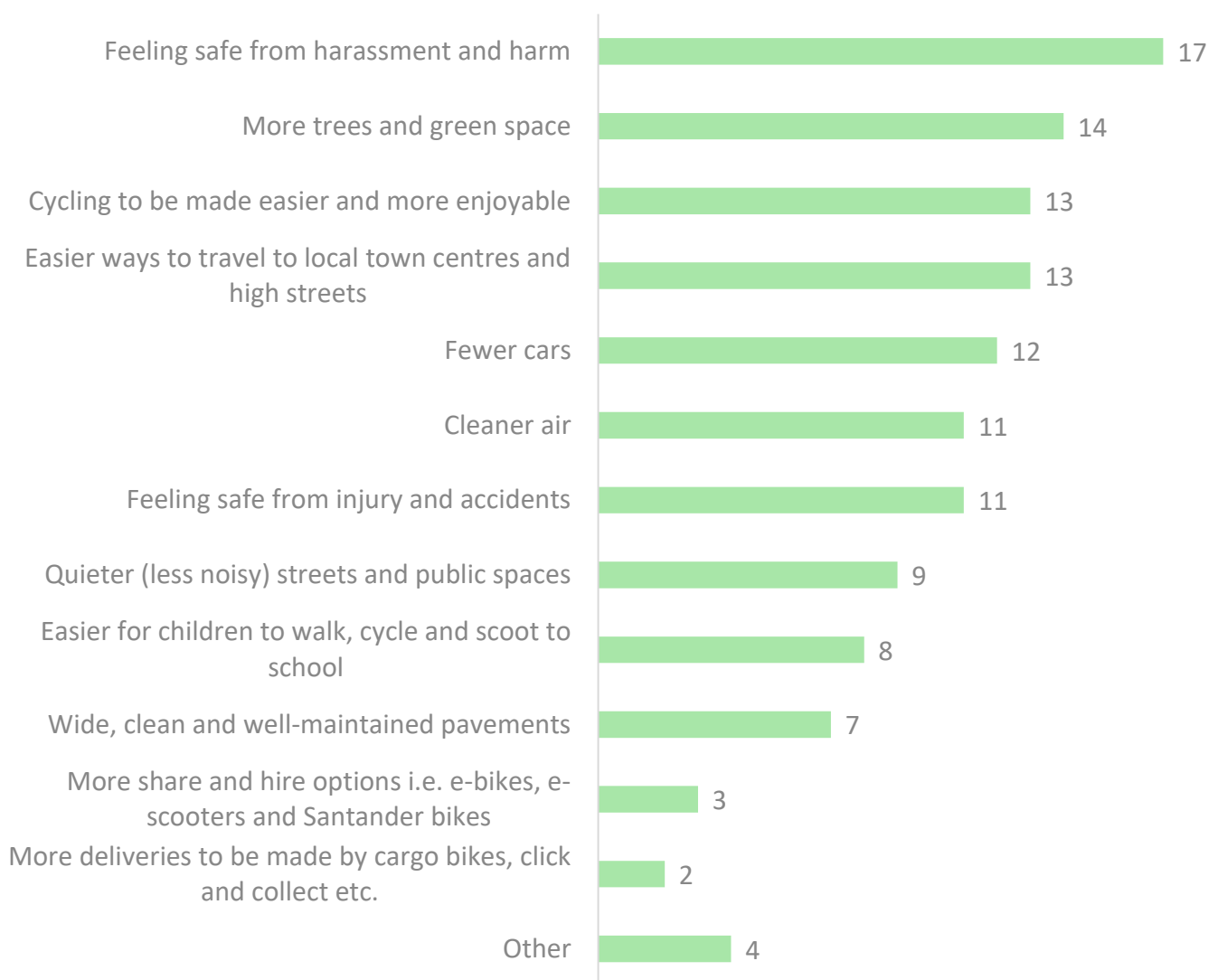
Q7. I feel my voice is heard in issues impacting my future (45 responses)



Q8. To act on climate change we need to change our behaviour (45 responses)



Q9. Which of these are priorities for transport and mobility in Southwark according to you? Pick the 3 things you think are most important.

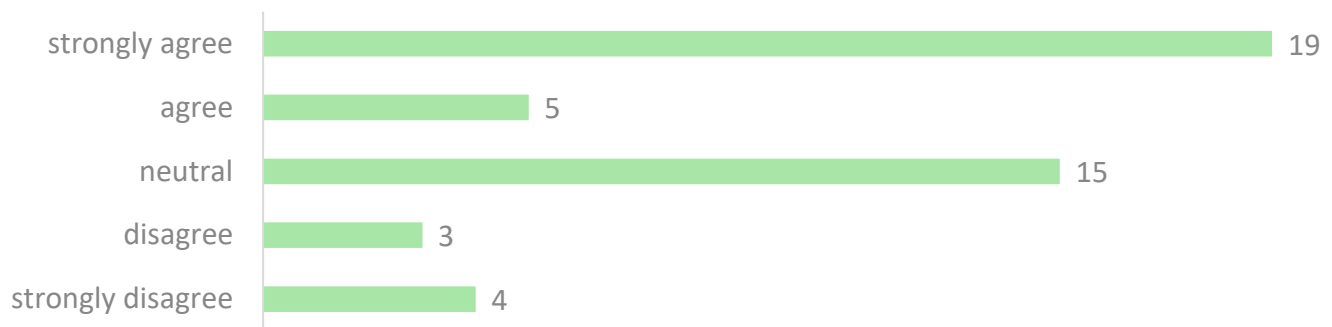


Q10. Why did you pick these 3? (38 responses)

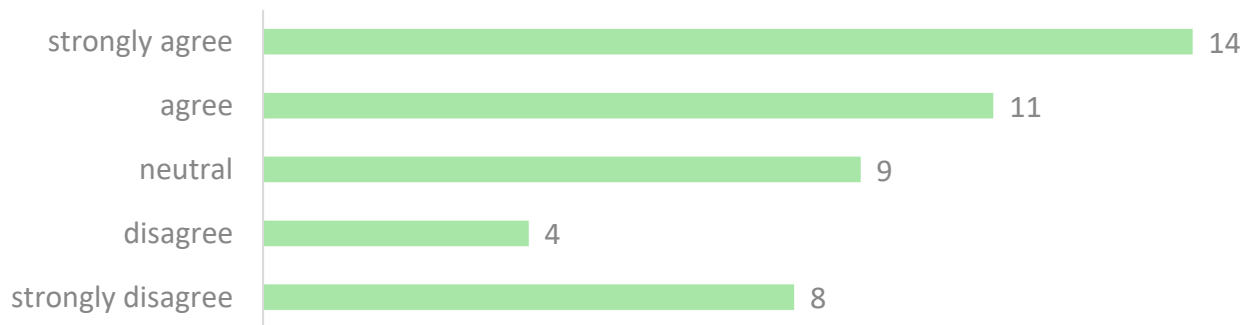
Amongst the reasons for choosing these priorities the most common ones where:

- **Safety** including feeling safe when cycling, from poor air quality, from crime, and from road accidents while using public space.
- Improving conditions for cycling and walking by having more cycle lanes, safe cycle parking, and generally more space to walk, cycle and scoot. Further, create an environment that contribute to increased cycling confidence.
- **Less traffic and reducing traffic**, which would open up for opportunities for better cycling environments, improved air quality, freeing up space and improving safety.

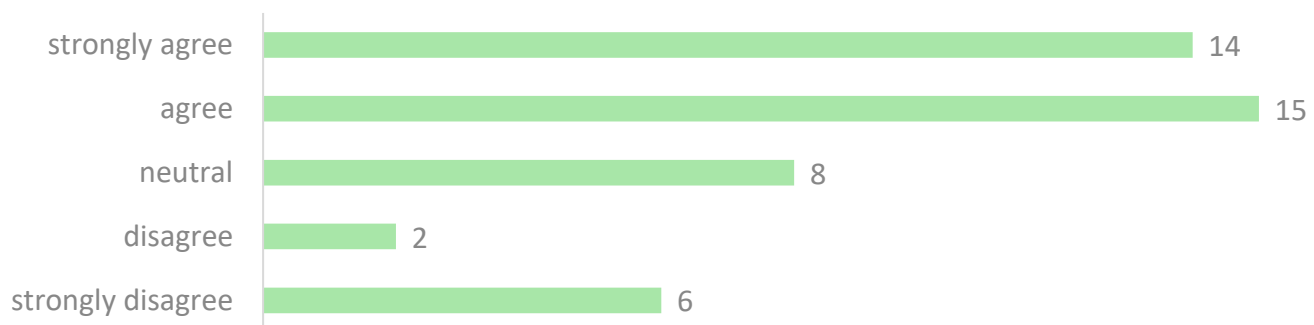
Q11. Do you consider your safety when choosing how to travel? (46 responses)



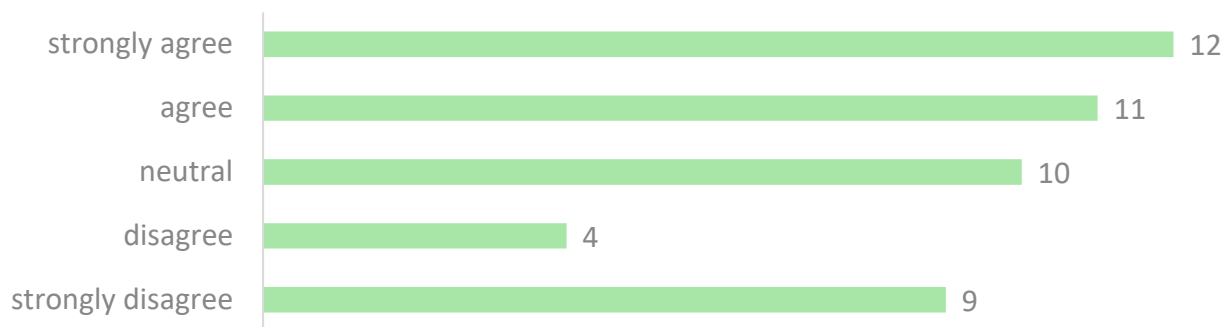
Q12. Do you consider your mental wellbeing when choosing how to travel? (46 responses)



Q13. Do you consider your fitness/physical health when choosing how you travel? (45 responses)



Q14. Do you consider the environment and climate change when choosing how you travel? (46 responses)



Q15. Write a message to the leaders of Southwark. What would you like to tell them about transport, climate change and the future? What is important for them to hear? (39 responses)

Amongst the messages three main themes emerged they were; **cycling, walking and scooting, public transport** and **safety**.

Cycling, walking and scooting:

- These modes are seen as key in shifting from “fossil fuels” and driving less to cleaner and sustainable transport.
- People want to feel safe when cycling, walking and scooting, this includes addressing the tension and conflict that exists between these modes and cars.
- To be able to safely store your bike is also highlighted. In addition, reducing traffic is mentioned to improve circumstances for cycling.

Safety

- Overall, for it to be safe for children and adults to walk, cycle and use public transport in Southwark.
- In addition, feel safe from poor air pollution and its negative impact on health, noise pollution, and crime such as bike theft.

Public Transport

- It is important for public transport to be reliable, affordable and accessible for all needs and abilities. Not everyone is able to get around on foot or on bicycles as such public transport is essential.

Equality questions

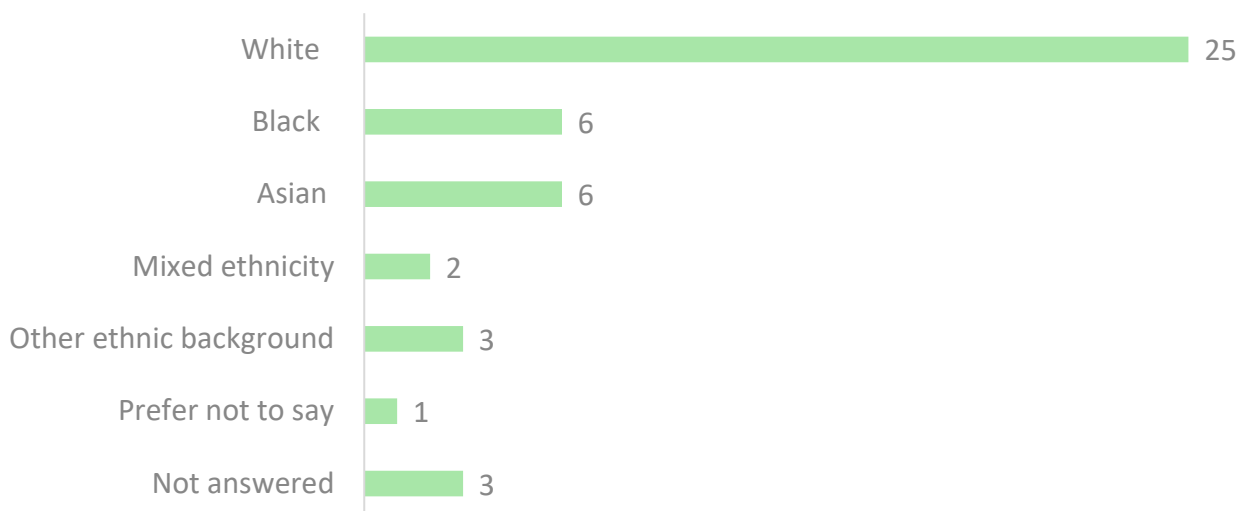
Q18. How old are you?

46 people responded they are over 25 years old

Q19. What is your gender?

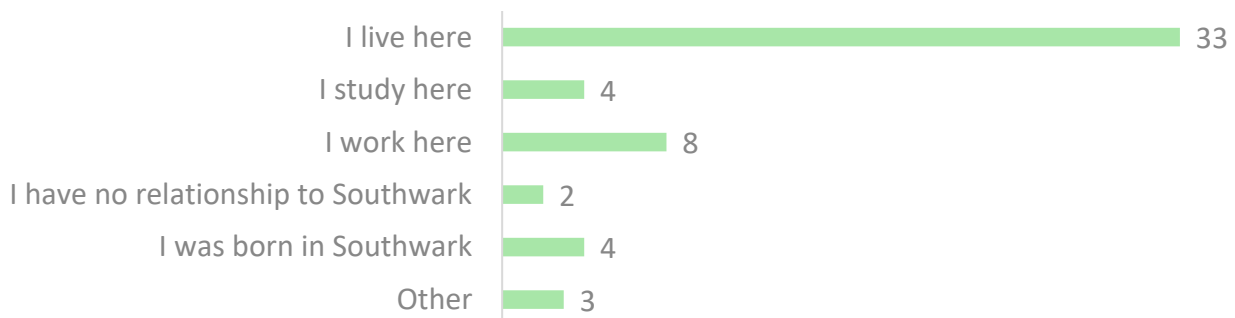


Q20. What do you consider to be your ethnicity?



Q21. What is your relationship to Southwark?

People could choose more than one option.



Appendix D

Group Responses

We received group responses via email from the following organisations:

- Action Vision Zero
- Croxted Road Residents Association
- Extinction Rebellion Southwark
- Friends of Dulwich Square
- Mums for Lungs
- SE5 Forum
- Southwark Cyclists
- Southwark Living Streets
- Team London Bridge
- Tram Forward

Action Vision Zero

Name of group or organisation	Action Vision Zero
Purpose of your organisation (a brief description of what you do)	Action Vision Zero CIC supports campaigners across the UK (but with a focus on London) who are demanding safe streets based on Vision Zero and Road Danger Reduction.
Number of members	2
Number of members consulted in preparing this response	2
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	Apologies – there is only two people who are the core team in Southwark.

(1)The vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q1.1 To what extent do you disagree/agree with this vision?

Strongly Disagree Disagree Neutral **YES Agree** Strongly Agree

Q 1.2 Please explain your reasons?

These principles are fine and if delivered would create a better, more economically prosperous and far fairer borough. Missing are targets and an action plan of how this will be delivered but as principles this is good.

Suggest add after the second sentence in the second paragraph wording along the lines of “Our neighbourhood streets will strongly support community and wellbeing with through traffic removed and large volumes of parking repurposed for sustainable uses such as greening and parklets, shared mobility hubs and children’s play.”

(2) Priorities and objectives

Q 2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

13. Deliver Vision Zero: Zero people killed or seriously injured on our streets
4. Design our streets to enable everyone to use the space actively, efficiently and safely
6. Expand vehicle-free space and the wider pedestrian realm

Q 2.2 What change would you hope these achieve?

Your description of M4 (Reducing traffic will reduce congestion, improve road safety and air quality, and create calmer, healthier streets with more space for people) is really significant in recognising the fact there is a trade-off between the presence of motor traffic (and its speed and volumes) and the success of the urban environment as a place for people. We have got where we are by giving primacy to the movement of motor vehicles and cities and London in particular are now challenging that primacy overtly. The upside of delivering objectives 4/6/13 in combination with each other and of course many of the other 22 STS objectives is a huge leap in the key ingredients of successful urban living such as feeling and being safe, community cohesion, the presence of people and most especially children and young people outside their homes and a rise in physical and mental wellbeing as people walk and cycle more and are generally more active as they default to public transport usage.

Q 2.3 What practical suggestions would you have for delivering these objectives?

Double down on delivery of StreetSpace schemes across the borough with target of 100% neighbourhood streets coverage no later than 2028 and delivering the high need (less affluent) areas first.

Focus on parking policy, pricing car ownership at a premium (to cycle parking) and exchanging on-street parking for sustainable uses.

Support the move to London-wide road user charging.

Double down on ensuring compliance with 20mph limits (as a maximum) in terms of design of streets and roads (especially in the borough's town centres), enforcement and the introduction and use of mandatory ISA.

Ensure that TLRN roads focus on place as well as movement and that compliance with speed limits becomes universal.

(3) Other

Q 3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

The M7 section should acknowledge far more the importance of a) speed management and the goal of (near) universal compliance with Southwark's 20mph speed limit and b) (as well as the Safe System elements on page 31) should include reducing traffic volumes as a core goal (with targets).

This maybe for the subsequent Action Plan and be less appropriate for the strategy – although it would be good to reference to them – but Southwark's Vision Zero strategies should include/outline the following:

1. Speed Compliance.

a). Understand the high-risk roads in Southwark where there are high pedestrian and cycling movements and higher average vehicle speeds continue. Over time ensure high compliance with speed limits (see the measures from the TfL Lower Speeds Toolkit).

b) Ensure that Southwark is putting forward locations for enforcement in response to Action 18 of the VZAP Progress Report¹ and that an appropriate amount of enforcement using the new mobile safety cameras is occurring in Southwark.

2. Reducing traffic.

a) Support London-wide SMART Road User Charging.

b) Adopt fairer parking charges to reflect the impact of on street/on-estate vehicle storage. Set a target for other “greener” uses for this space.

c) With planning policy, agree car-free development in new developments.

d) Develop and deliver a sustainable freight strategy.

3. Reduce casualties on neighbourhood streets.

In the past 5 years (2016-2020) on average more than a fifth (22.4%) of all road casualties in Southwark have occurred on roads that are either “C” or Unclassified. Recent research² has indicated that LTNs have the potential to halve casualty numbers inside the LTN (and in the case of pedestrians reduce casualties by more) without their increasing on adjacent roads. In the light of this develop a borough-wide programme for the roll-out of StreetSpace schemes across Southwark initially prioritising areas with higher levels of deprivation in order to address the lack of equity amongst communities in relation to their exposure to road danger.

4. Safe Cycling. The number of people killed or seriously injured in Southwark for the past 5 years (2016-2020) averages 46 compared to the 2005-09 baseline of 23. A total of 70% of these casualties (2016-20) occurred on A roads and, of these, two-thirds (63%) occurred on the TLRN and a third (37%) on borough managed main roads. In conjunction with the programme of StreetSpace roll-out across neighbourhood streets:

a). Deliver the TfL Cycleway network across on the roads Southwark controls using appropriate on-street segregated routes on main roads.

b). Work with TfL to make the TLRN safe for cycling.

c). Borough-managed town centres and high streets. Cycling casualties are particularly high on corridors such as Walworth Road/Camberwell Road and Rye Lane. Could these be made active travel only (at certain times)?

5. Safe Vehicles. (Retro-)fit Southwark and (through procurement contracts) require contractor vehicles (inc. Car Club cars and vans) to be fitted with mandatory ISA. Recent TfL research has highlighted the impact that ISA (in this case over-rideable ISA) can have on speed compliance in working vehicles³.

Croxted Road Residents Association

Name of group or organisation	Croxted Road Residents Association
Purpose of your organisation (a brief description of what you do)	To protect the interests of residents of Croxted Road and bring the community together.
Number of members	138 households/members
Number of members consulted in preparing this response	138 households/members
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	The entire RA reviewed the Missions and Objectives, unanimously approving a subset chosen by the 15-strong Committee.

(1)The vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q1.1 To what extent do you disagree/agree with this vision?

Strongly Disagree Disagree x. Neutral Agree Strongly Agree

Q1.2 Please explain your reasons?

We are neutral on these options for these reasons:

- Some of the missions and objectives are commendable aspirations.
- Some of them go without saying and seem unnecessary.

Some are inappropriate:

- It is not for the council to decide what kind of places people will find “enjoyable”; everyone enjoys different things. Busy working parents rarely have the opportunity to choose the scenic route to work.
- Our members have widely varying transport needs and should be allowed to make their own choices as regards mode of travel. Many already walk and cycle.

- Croxted Road was quieter, cleaner and safer BEFORE the Council started to implement measures, apparently intended to fulfil this vision, by closing nearby roads and forcing traffic onto Croxted Road, which is STILL congested and polluted at peak times.

(2) Priorities and objectives

Q2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

1,16,22

Q2.2 What change would you hope these achieve?

Improve public transport by improving the flow of traffic; more effective solutions coming from greater collaboration; restore trust in the Council by providing credible statistics.

Q2.3 What practical suggestions would you have for delivering these objectives?

Reduce traffic congestion and speeding in and around Dulwich.

Work effectively with TfL AND with neighbouring councils with regular meetings that the public can attend via zoom.

Assemble a team of technicians and statisticians who are independent from the Council's visions, missions and objectives.

Provide escorted walking and cycling crocodiles for school children.

Make safe-cycling lessons as ubiquitous as swimming lessons so that children can learn to use all roads safely. Extend this to adult community so that everyone uses a cycle helmet, hi vis clothing and non-flashing cycle lights.

(3) Other

Q3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

More consideration to those residential roads that are considered 'main' roads.

Reduce the number of electric hire bikes left in the middle of the pavement and the number of adults cycling on the pavement.

More communication from councils around the dangers of air pollution.

Extinction Rebellion Southwark

Name of group or organisation	Extinction Rebellion Southwark (XRS)
Purpose of your organisation (a brief description of what you do)	XRS is a local branch of Extinction Rebellion, an international movement that uses non-violent civil disobedience in an attempt to halt mass extinction and minimise the risk of social collapse. XRS's lobbying group engages local political leaders and emitters on climate adaptation and mitigation solutions
Number of members	XRS Lobbying - 39 XRS - 137
Number of members consulted in preparing this response	39, in addition to members of Southwark Living Streets, Southwark Nature Action Volunteers, Southwark Cyclists, Mums for Lungs, and others who attended a community session we hosted on 24 January 2023 to discuss the STS and consultation response.
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	XRS hosted a group session for input, and shared documents with the wider XRS lobbying group to collate feedback online.

(1) The vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q 1.1 To what extent do you disagree/agree with this vision?

We agree, in that this is a totally fine set of words. We propose adding potentially after the first sentence of paragraph 2: Trees, parklets and play areas will have replaced large amounts of car parking.

Q 1.2 Please explain your reasons?

While we agree with the vision statement, the draft Sustainable Transport Strategy (STS) is wholly insufficient to deliver it.

You have failed as a council to capitalise on your political mandate for action following the local elections. The STS is a vague set of aspirations, with no SMART targets or action plan. Community engagement on it is close to meaningless, as there are no specifics to engage on. We are disappointed that the so-called consultation is little more than a survey on transport preferences.

Southwark Council should:

1. Produce a credible plan to deliver the [London-wide objectives](#) set by TfL and the Mayor of London in the Mayor's Transport Strategy. Other boroughs are making progress on this; e.g. [Camden](#), [Hackney](#) and [Islington](#). Southwark has instead published a vague strategy with no clarity on how it connects to the London-wide plan.
2. Capitalise on the political mandate following the local election. Other councils have acted quickly; e.g. Lambeth published their [Kerbside strategy](#). We're in a climate and ecological emergency - the council needs to start acting like it.
3. Improve the consultation process. The current individual "consultation" barely asks for feedback on the STS, and is instead a survey on how people experience or prioritise mobility. It poses false dichotomies in either/or questions to which the answer is often both, such as: 'If we build more cycle lanes more people will cycle' vs 'If we reduce the number of cars on our roads more people will cycle'. It's unclear what value this has for those running the consultation, or what bearing it has on the STS.

(2) Priorities and objectives

Q 2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

The 22 objectives listed in the STS are vague and often overlapping. For example, reducing ownership of private cars could enable the expansion of vehicle-free spaces.

Our top three priorities are:

1. **Fairness.** Most Southwark residents are not car owners. In many parts of the borough, the 2021 Census shows that fewer than one in three households have access to a car. The council should reprioritise the road network, with space and priority for active travel and public transport. For example, Southwark should commit to fair and proportionate parking charges informed by vehicle emissions, vehicle size, and pollutants, enforced via an effective, borough-wide CPZ. Lambeth has done this; why not Southwark?
2. **Clear targets for repurposing kerbside spaces.** This includes depaving to create parklets and natural drainage, as well as installing sufficient cycle hanger capacity to eliminate the waiting list and de-prioritise car parking. Action on kerbside spaces is within the council's remit, creates visible change, and delivers co-benefits (e.g. natural drainage helps mitigate flood risk). Lambeth has done this; why not Southwark?
3. **Collect and act on regular feedback.** Examples include [Fix My Street](#) and the '[see it, say it, sorted](#)' campaign on public transport. A similar initiative for transport in Southwark would provide an easy, one-stop service for reporting issues, whether a loose paving slab, bins blocking wheelchair access, or a myriad of other issues that people struggle with every day. Feedback should inform both council and TfL decisions (e.g. on bus routes).

Q 2.2 What change would you hope these achieve?

We want to see zero greenhouse gas emissions and significantly reduced air pollution from transport, alongside better health and wellbeing.

Q 2.3 What practical suggestions would you have for delivering these objectives?

1. Align Southwark's delivery plan to the Mayor of London's ten [Healthy Streets](#) indicators. Southwark doesn't need to reinvent the wheel by defining local targets. Data and measurement already align to Healthy Streets (e.g. the [Healthy Streets Scorecard](#)).

Southwark should focus on improving scores in the borough and learn from top performing boroughs like Camden, Islington and Hackney.

2. Deliver and enforce parking and road rules effectively, including via a borough-wide controlled parking zone (CPZ). The CPZ should be measured not only on the percentage of the borough covered, but also hours of operation. Most CPZs only operate Monday to Friday for limited hours (e.g. Herne Hill operates for two hours per day). The ambition should be for 24-hour operation, seven days per week as a genuine disincentive to private car ownership. Technology (like ANPR-enabled CCTV) can help to scale up enforcement. Rigorously enforcing 20mph speed limits and car parking rules will help to keep streets safe.
3. Install sufficient cycle hanger capacity to eliminate the waiting list and ensure that cycle parking charges are fair and proportionate. It should be much, much cheaper to park a bike than a car.
4. Roll out lessons from freight delivery hubs (e.g. in Better Bankside and Team London Bridge) to the rest of the borough. These will help to reduce the number of delivery vans on the road. In addition, secure parcel storage boxes at key locations could reduce missed deliveries and multiple delivery attempts.
5. Use data from road collisions to inform design changes. Assess what interventions could minimise collisions in a particular area. The impact of reducing traffic volumes on the number of road casualties is now well known (e.g. through LTN research). Reducing traffic should be added to the Safe System priorities. The TfL-controlled Red Route network should be a particular focus for action to reduce road danger.

(3) Other

Q 3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

This section captures feedback from a community discussion we hosted on 24 January 2023. The points below are lightly edited for clarity and to avoid duplication.

General comments:

- Southwark's stated objective is to "allow people to move sustainably and safely". This is generally a good narrative, but best sectoral practice focuses the language on allowing people to meet their needs and wants - which better encompasses land use planning and management, as it emphasises avoiding the need for long trips (there is a section on this, but is somewhat limited in ambition). Shifting the focus to meeting mobility needs includes allowing people to avoid the need for mobility. In other words, an approach to planning and urban design that ensures homes and services are better located, close together, as seen in the [15 minute city](#) concept.
- Emphasising the link between planning and mobility creates opportunities for more green spaces. For example there are significant greening opportunities in the Old Kent Road redevelopment plan. Southwark should capitalise on these. We reject the STS's claim that there are "limited opportunities to provide green infrastructure". We note the issues with trees on pavements. Lambeth's kerbside strategy commits to 5000 additional street trees by 2026, many planted in depaved kerbside space to avoid blocking pavements.
- More broadly, depaving would allow for more green space throughout the borough. Lambeth's Kerbside strategy notes that 57% of Lambeth is impermeable surface and commits

to removing impermeable surfaces to improve drainage and tackle flooding risk associated with climate change.

- The STS is light on how the council will work with businesses and neighbouring boroughs - but transport does not stop at the border. The Council has more allies to support delivery than it acknowledges!
- The STS refers throughout to other documents, statistics, and plans. It would be useful for the council to provide hyperlinks or point to the relevant section of the referenced document. This would make it easier to review the STS, particularly for groups not familiar with navigating council processes.

People

- Southwark should set clear and ambitious targets for active travel. For example, Lambeth targets 85% of all trips by active travel or public transport by 2030. See page 17 of their [Kerbside Strategy](#). Southwark should adopt a similar target, either for all trips or for all short trips (e.g. under 2 miles).
- M1 - Equity framework: Connectivity. Southwark should focus on connectivity for services such as schools, hospitals, and other core services. These services are disproportionately used by those who are disadvantaged.
- M1 - Equity framework: Accessibility. We welcome the focus on mobility scooters; it is also worth noting that many existing cycle lanes throughout London don't even cater to many potential able-bodied cyclists currently.
- M1 - Equity framework: Accessibility. This section states that 'public transport is not accessible to all'. However, neither is private car ownership. TfL's [London Transport Demand survey](#) shows that car ownership varies with ethnicity. Car ownership in the 'black', 'mixed' or 'other' ethnic groups is around one third lower than among the 'white' ethnic group. Rates of car ownership also vary by gender and age. Women and older people are less likely to own a car.
- M1 - Equity framework: Accessibility. Trailing charging cables for electric vehicles and irresponsibly parked e-scooters/bikes can often block pavements and make them inaccessible for people with mobility issues. Southwark should tackle this issue. Could the council work with scooter hire companies to report and fine people who park irresponsibly?
- M1 - Equity framework: Safety. Southwark should make a clear distinction between 'security' and 'safety'. In a transport context, safety typically refers to traffic collisions and similar accidents.
- M1 - Equity framework: Southwark should prioritise spending and interventions to focus on areas of the greatest need and deprivation.
- M3 - says 'provide infrastructure to support active travel' - AND have to add remove infrastructure that impedes it (i.e. car parking spaces)
- M3.5 - cycle parking/storage - Install sufficient capacity to clear the waiting list. Work with employers to provide storage and facilities (e.g. for changing) and at work. Extend the cycle to work scheme.
- M3.4 - Implement car-free days so that people, particularly children, can experience safe cycling. This could start with one-off car-free days (e.g. on [London Car Free Day](#)), and progress to regular days of the week (Cycling Sunday), as is already happening in many cities.

- E-scooters and bikes, while great, can encourage a modal shift away from active travel and are not necessarily solutions to the health risks identified for sedentary lifestyles. Using privately owned e-scooters irresponsibly (e.g. at high speeds, on pavements) can be dangerous for pedestrians.
- Southwark should campaign for and strongly support [London-wide road user pricing](#).
- Stop saying 'encourage' a modal shift - the council has to take responsibility for enabling the shift.
- Toilets - this should go beyond mapping existing toilets, and to actively placing or facilitating them in areas where there are significant gaps
- Southwark needs a network of safe routes around schools. Use DfT's reported road casualty statistics to measure success. For example, in the period 2018 - 2021 there were 213 casualties (0 fatalities, 25 serious and 188 slight) reported in the 0-15 age group.

Place

- Where is charging for parking in this strategy, by vehicle type and size, with a higher charge for ownership of multiple vehicles? The Lambeth strategy states that "we will regulate parking boroughwide, and that fair and proportionate fees and charges are set that are informed by the impact of car use in terms of emissions, pollutants, and vehicle size".
- Effective parking enforcement is crucial!
- Where is the target of "Implement borough-wide controlled parking zones (CPZ) coverage", with a target of 94% by 2025 that Southwark Council has committed to in the Climate Action Plan?
- Develop a programme for delivery by 2030 of borough-wide coverage of StreetSpace schemes that remove through motor traffic from neighbourhood streets.
- Link to planning policy -
 - New developments must be car-free, with trees contributing to borough canopy targets, SUDS, cycle lanes, safe walking routes between green spaces, parklets, play areas, etc
 - Ensure that new dropped kerbs/crossovers for driveways are not permitted.
 - Green walkways like Peckham Coal Line and cycling routes across the borough (stop using parks as de facto cycle routes, when they are not safe at night and pose danger to pedestrians)
- 'Reduce car ownership' - how does the council propose to do this? Be specific. The target in the Lambeth strategy is to reduce vehicle kilometres driven by 27% by 2030. This matched the Mayor of London's 2022 targets for London.
- Any final motorised transport (taxis, HGVs, car clubs) must be zero emission.
- Can we start being specific by naming places for possible pedestrianised zones?
- Calculate the kerbside space used by cars. The Lambeth strategy includes totals for kerbside space (both area and linear figures are quoted) and a breakdown for how that space is currently used (94% for parking). See page 9 of the Lambeth strategy.

- Cycle parking cost must be less than 1/6 of car permit cost, even on council estates.

Experience

- In the 'impacts of climate change' section, include Southwark-specific risks, not just global, such as the Thames flood zone or heat waves.
- Don't just change speed limits - design roads to mitigate speed (narrow roads and junctions). Remove through-traffic from neighbourhood streets.
- In M8 - Places to be adaptable and resilient to climate change - only the following are identified: '17. Mitigate flood risk'; and '18. Use available space to introduce new greenery and opportunities for biodiversity':
 - This is a very narrow view of adaptation and resilience in transport. While flooding is a considerable risk, it's by no means the only major one. Other risks include heat waves and cold snaps, which affect both the services and user experience on the service - people can overheat or become dangerously cold whether they are walking, cycling, on buses, etc. We have to make our services resilient.
 - In addition, services need to be flexible - in weather shocks, people won't walk or cycle, and food supplies can be impacted, while workers are expected to deliver food and supplies in all weather (a workers' rights issue). Fuel costs also affect car use.
 - Pollution is a risk for vulnerable groups - could we offer free public transport on high pollution days?
 - Can we build in shade in pedestrian zones? To date this is not being built-in to Southwark's StreetSpace schemes.
 - Wildlife/biodiversity corridors.

Questions

Will the Council publish a separate freight strategy?

Friends of Dulwich Square

Name of group or organisation	Friends of Dulwich Square
Purpose of your organisation (a brief description of what you do)	To encourage the use of a new pedestrian square as a natural place for local people to meet, play, shop and have entertainment and grow as a community.
Number of members	87
Number of members consulted in preparing this response	6
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	We sent a draft copy to all members to check that they supported our response

(1) The vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q 1.1 To what extent do you disagree/agree with this vision?

• Strongly Disagree • Disagree • Neutral x Agree • Strongly Agree

Q 1.2 Please explain your reasons?

We agree with this vision but are disappointed that this 'strategy' is not more concrete and precise in its proposals. This is not really a strategy; it's just a vision.

(2) Priorities and objectives

Q 2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

1, 8 and 10.

These 3 objectives stress fairness and positive action which will be essential to carry the public with you when in some respects they will be required to accept limitations on what they may perceive to be their 'rights'.

Q 2.2 What change would you hope these achieve?

M1: the majority of Southwark residents do not have cars, but those who do have cars usually have the loudest voices and a misplaced sense of entitlement. It needs to be remembered that putting pedestrians first benefits everybody, since we are nearly all pedestrians at some point. CPZs ration parking which is fairer for all.

M8. It is important, for example, that public transport is well-planned and affordable; Bus lanes and cycle lanes help shared mobility and the kerbside may be used for cycle hangars, scooter/bike parks, or places to sit, as well as for car-parking.

M10 Pedestrianised areas and 'parklets' provide shared space and facilitate social contact and a sense of belonging.

Q 2.3 What practical suggestions would you have for delivering these objectives?

In addition to those mentioned above

(3) Other

Q 3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

You might be interested to look at Lambeth's 'Kerbside Strategy'.

It has simple illustrations, charts and examples and quite clearly sets out not only what it hopes to achieve but also how it intends to do it.

Mums for Lungs

Name of group or organisation	Mums for Lungs
Purpose of your organisation (a brief description of what you do)	Mums for Lungs is a grassroots organisation based in South London, with many members living in Southwark. The unincorporated organisations campaigns against air pollution due to its huge harmful impact on children.
Number of members	5 members of staff (all part-time), 40 core members supported by a network of 100s of people across London and beyond
Number of members consulted in preparing this response	We consulted on Twitter, with our 12k followers; and via WhatsApp with 40 closely involved volunteers.
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	We tweeted about the consultation repeatedly asking Southwark residents to let us know what they thought. Using our active Mums for Lungs WhatsApp-group we asked members for their thoughts on the consultation and are compiling the responses from both channels here.

(1) The vision

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Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q 1.1 To what extent do you disagree/agree with this vision?

Strongly Disagree Disagree Neutral Agree Strongly Agree

Q 1.2 Please explain your reasons?

Air pollution across Southwark and Londoners is killing thousands people prematurely and causing ill-health in many more people, especially children. Children are growing up with asthma, stunted lung growth and cognitive issues due to the toxic poison they are breathing all day every day, which is significantly contributed to by road traffic, especially diesel cars. This situation is hugely unfair and unacceptable.

(2) Priorities and objectives

Q 2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

One of the main objectives that should be a priority and driver for this strategy is missing: the public health crisis of air pollution caused by the emissions of road transport as well as their tyre, brake and road wear.

Q 2.2 What change would you hope these achieve?

Less pollution can only (sustainably) be delivered by reducing cars, replacing them with cleaner option modes of transport (bikes etc) and with the miles driven by vehicles being reduced too. However, this is also a vicious circle – many people will only feel safe cycling or even walking (especially if traveling with young children) if there are significantly less vehicles on the roads. The huge number of many (especially speeding and irresponsible) vehicles in itself is forcing more people to drive due to cycling etc not being a safe option.

Less pollution will mean a healthier population of Southwark, less costs of ill-health on the NHS and social care.

Q 2.3 What practical suggestions would you have for delivering these objectives?

Effective CPZ across the borough. Currently many areas don't have CPZ and those in place, are completely ineffective in many places as they only restrict parking between 12-2pm. However, not even during these times are the CPZ effectively enforced in many areas of the borough. While delivering a full-borough CPZ plan, parking should be not only made significantly more costly (also taking emissions and vehicle size into account) but also be really reduced. Lambeth is delivering a kerbside strategy which will reduce the availability of parking spaces significantly, and Southwark should at least match this. However, considering that in Southwark too less than 50% of households own a car, it seems unfair that more than 50% of kerbside should remain available to cars. Other modes of transport must be prioritised and we urge the council to interlink the different issues when devising policies – eg. more people are paving front gardens for parking which reduces risks of flooding – so while parking must be reduced, in order to reduce driving, the paving of front gardens too must be prohibited or at least strongly discouraged.

School Streets for all schools, where this is feasible.

Phasing out of diesel vehicles in the borough by limiting the time for issuing new permits for new diesel cars applying.

Cycle lanes. Prioritising cycling and walking in all road considerations over driving. Ensuring that pedestrians are no longer stuck on the unsafe and toxic traffic islands on crossings. Providing for sufficient and safe bike parking across the borough etc.

(3) Other

Q 3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

The biggest short-coming of this strategy is the lack of any measurable and transparent goals to ensure progress and accountability. At least it should be linked to reducing car miles by 27% by 2030 (as per the Mayor's Transport Strategy) or achieving WHO-levels (2005) across the borough on air pollution by the end of this decade. Without any baseline and real targets, it will be

impossible to ensure that the council is implementing this (or any other) strategy effectively or making any progress with regards to reducing emissions and in fact, changing transport across the borough.

SE5 Forum

Name of group or organisation	SE5 Forum for Camberwell
Purpose of your organisation (a brief description of what you do)	SE5 Forum for Camberwell works to improve Camberwell for the benefit of all members of our diverse community. We are a voluntary group of board members working closely with our supporters and the community www.se5forum.org.uk
Number of members	1,600
Number of members consulted in preparing this response	Reviewed by our Board, informed by drawing on consultations, open events held with our membership on topics related to transport
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	See Above

(1) The vision

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By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q1.1 To what extent do you disagree/agree with this vision?

Strongly Disagree Disagree Neutral Agree Strongly Agree

Q1.2 Please explain your reasons?

Camberwell Green junction, at the heart of our local area is a key example of a situation where through traffic, and motor vehicles have been prioritised over other modes of transport. The Forum has campaigned for many years to improve the immediate area, including Denmark Hill, and Church St. Establishing and applying the principles in this document would be very helpful in making Camberwell a better place

(2) Priorities and objectives

Q2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

We would like to comment on three priorities, which are particularly informed by our previous consultations, events, and campaigns. These were activities informed by the priorities highlighted by our members. Those priorities are 11,16, and 18

Q2.2 What change would you hope these achieve?

In relation to the targets listed above

11. That Camberwell town centre is increasingly a place where residents choose to spend retail and dwell time, encouraged by an environment that is designed around people not cars.

16. To work with Network Rail/ TfL in re-opening Camberwell Station, increasing the transport options for residents. Our major hospitals are significantly less accessible when compared to other sites such as Guys and Thomas. This is definitely an area for improvement, both for the sake of patient and visitors, but also to attract and retain staff for our largest employers.

18. To introduce green corridors in the area linking parks, and providing attractive walking routes that support active travel to local schools.

Q2.3 What practical suggestions would you have for delivering these objectives?

11. We have the following suggestions:

- Integrate transport into other planning As shared with Council Leader Kieron Williams, Camberwell needs a town centre manager. We have made proposals drawing on co-funding, in order to make this happen. A locality-based approach, will result in a more integrated, coherent set of local objectives and plans.
- Reduce bus idling Continuing to work with council, following our campaigns against bus idling, and pollution will help further.
- Cycle stands Designing traffic flow, with TfL, on our main routes to genuinely support public transport options is needed. Careful thought to integrating cycle stands to encourage shopper to cycle would be an easy step to take. Camberwell has been promised a Santander stand south of Burgess Park, and this would be a key step in linking the area into a London-wide network
- Pavement quality And for all pavements users, a continued focus on street cleanliness, and reduction of street clutter (our Six to Fix Campaign), working with the Council can help deliver short term improvements.
- Disabled transport users We would also like a specific commitment to consider the needs of wheelchair users. Dropped kerbs are important, and particularly the need to locate so that access to bus stops is facilitated. Equally, we recognise that some disabled individuals, and their carers are going to continue to need access to the Town centre by car, so disabled parking bays will help ensure that everyone is able to participate in Town centre activities

16. The Strategic Outline case for the Camberwell train station needs updating. Collaborative work is needed with London Borough of Lambeth, to achieve the headline metrics. We have been told that there is funding available, but it needs to be assigned. Also, the Forum has supported the idea of trams, as a transport option. We are keen to highlight the benefits for our community, and others,

that could be delivered by the Southwark Supertram project. We would ask the council to continue constructive dialogue with this group, and any others, where a beneficial project could be delivered through private investment. Both these projects would provide significant access improvements for Kings and SLAM.

18. The Forum, together with the Camberwell Society, has a trees and green spaces group. We have sought to promote Green Corridors, and note that SNAV has some well-developed ideas that are ready for funding. Relatively small amounts of staged funding, could help to pump-prime local projects. Thinking about green corridors, and walking routes for schools is a good way of delivery equity for the community, and engaging young people in good habits of active travel.

(3) Other

Q3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

Some consideration of local residents versus through traffic would be helpful in setting priorities.

Southwark Cyclists

Name of group or organisation	Southwark Cyclists
Purpose of your organisation (a brief description of what you do)	We are a volunteer-led group working for safer, better, and more inclusive cycling conditions in the borough. We are a local group of the London Cycling Campaign, a charity with more than 11,000 paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Southwark. https://southwarkcyclists.org.uk/
Number of members	Over 500 living in Southwark. LCC has over 11,000 across London
Number of members consulted in preparing this response	All members in Southwark by newsletter
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	Newsletter, personal contacts, face-to-face workshop

(1)The vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q1.1 To what extent do you disagree/agree with this vision?

Disagree with wording, agree with sentiment.

Q1.2 Please explain your reasons?

- The vision is vague and is open to interpretation. It uses a series of comparatives but doesn't make clear what these compare to.
- Before it is signed off, the strategy needs to be immediately updated and/or supplemented with a delivery plan detailing specific steps the council will take to achieve the SMART outcomes.

(2) Priorities and objectives

Q2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

- **Reduce Traffic** is the critical factor and this objective should recognise the Mayor of London's January 2022 target (that revised the original MTS traffic reduction targets) of a

27% reduction in motor vehicle traffic by 2030 (from the 2018 base). Obviously TfL/GLA has a huge role to play in delivering this target but this is the target that Southwark is also working to.

Then Objectives #4, 5, and 7, see below

(4) Design our streets to enable everyone to use the space actively, efficiently and safely

- “Enabling” is critical. We know people want to be active and walk and cycle more, and use cars less, but they are prevented from doing so. Streets need to be designed to enable people to act sustainably.

(5) Provide infrastructure and facilities that support active travel

- Unless we have the infrastructure and facilities, the change in behaviour and associated outcomes won't occur. This is absolutely critical to the success of everything else.

(7) Reduce ownership of private cars

- Ownership of private cars encourages people to use them more and causes them to defend the status quo. Reducing car ownership means people are more likely to use sustainable options.

Q2.2 What change would you hope these achieve?

[no answer]

Q2.3 What practical suggestions would you have for delivering these objectives?

(4) Design our streets to enable everyone to use the space actively, efficiently and safely

- Ensure all streets comply with LTN 1/20 design guidance
- Ensure all schemes meet high standard on healthy streets score

(5) Provide infrastructure and facilities that support active travel

- Deliver X (we propose 5) Low Traffic Neighbourhoods / StreetsSpace schemes each year with a target that by 2026 through motor traffic will have been removed from all neighbourhood streets across Southwark.
- Deliver X km of cycle tracks per year (To calculate X: identify how many km of cycle tracks would be required in total were Southwark's cycling network complete, and calculate how many a year this would require to be installed.)

(7) Reduce ownership of private cars

- Set targets for car ownership reduction
- Use rollout of borough-wide controlled parking coverage and other measures to reduce car parking spaces by a defined target per year.

(3) Other

Q3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

While the STS sets a reasonable direction, it is lacking detail.

First, objectives are disappointing overall as they are not SMART. The strategy should be updated and/or supplemented to include Specific, Measurable, Achievable, Relevant and Time-Bound outcomes for each objective. This is critical to ensure accountability and commitment from all officers, councillors, and other stakeholders.

- Only with specific measures and a timeline can a strategy document be more than “fluff” and gain some teeth. A vision without a method could (being constructively critical) form empty aspirations that can easily be de-prioritised (“we aspired to this, but it didn’t happen”). The STS’s purpose should be something that can be pointed back to, provide guidance to officers and councillors, ensure accountability, and spur further action. In its current form, it does not do achieve this function

For example [Hackney’s Transport Strategy 2015-2025](#) is less pretty, is shorter but has much more substance. It says (page 7) that, by 2025

- 15% of ALL journeys by Hackney residents (7 days a week) are by bicycle
- Traffic volumes on Hackney roads will be lower than 2014 levels
- All Hackney households to be no further than 500 metres from their nearest electric vehicle charging point by 2018

Some SMART outcomes that should be in the Southwark Transport Strategy include

- 100% of the Borough covered by Low Traffic Neighbourhoods / Streetspace schemes by 2026
- 100% of the Borough covered by Controlled Parking by 2026
- Volume of motor traffic in Southwark declines by at least 27% by 2026
- 8,000 Secure Cycling parking places installed by 2026, to address waiting list

Second, before it is signed off, the strategy needs to be immediately updated with a delivery plan detailing specific steps the council will take to achieve the SMART outcomes.

- The strategy needs to build on recent Southwark success and centre Low Traffic Neighbourhoods (Streetspace schemes) as well as protected cycle tracks on main roads as the primary way to achieve the objectives of the strategy.

Specific steps the council should commit to undertake as part of the STS include:

- Rollout 5x LTN / StreetSpace schemes per year
 - Year 1
 - Expanding West Walworth LTN to include John Ruskin St and North Camberwell
 - Expanding East Walworth LTN to Old Kent Road Bellenden Village to South East Camberwell

- Expanding North Peckham LTN north and east to Old Kent Road Burgess Park to Peckham Road
- Year 2
 - East Dulwich
 - Dulwich Hill
 - North Dulwich
 - Nunhead to Queens Road
 - Nunhead Cemetery and Peckham Rye
- By 2028, deliver 3-5 major segregated cycle routes on main road that Southwark controls:
 - A3 (Newington Causeway)
 - A215 from Elephant and Castle to Herne Hill (Walworth Road, Camberwell Road, Denmark Hill)
 - A2214 between Herne Hill and New Cross (Half Moon Lane, East Dulwich Grove, East Dulwich Road)
 - A2216 (Lordship Lane, Dog Kennel Hill)
- By 2028, work with TfL to deliver 3 to 5 major segregated cycle routes on TfL-controlled roads:
 - A2 (Old Kent Road, Great Dover St) A201 (New Kent Road)
 - A202 from Kennington to New Cross (Camberwell New Road, Peckham Road, Queens Road Peckham)
 - A3 (Borough High St)
- Ensure all large developments including Old Kent Road, Canada Water, Aylesbury, Aylesham are car-free, include protected cycle routes on main roads, and prevent through traffic through side streets
- By 2026, close (or significantly scale down and repurpose) all council-owned car parks
 - Choumert Road,
 - Peckham Town Centre
 - Belair Park
 - Burgess Park
 - Dulwich Park
 - Peckham Rye
 - Southwark Park

Southwark Living Streets

Name of group or organisation	Southwark Living Streets
Purpose of your organisation (a brief description of what you do)	SLS campaigns for a safe, attractive and accessible walking and wheeling environment in Southwark
Number of members	70
Number of members consulted in preparing this response	70 plus 350 London Living Streets members
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	email to LLS members and online meeting; email to SLS members and in person meeting; follow-up email to SLS member asking for views

(1)The vision

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Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q1.1 To what extent do you disagree/agree with this vision?

Strongly Disagree Disagree Neutral **Agree** Strongly Agree

Q1.2 Please explain your reasons?

We agree that people should be able to move in a healthy and sustainable way, although we would add “**safe**”. We agree that transport policy should be people-centred and take into account environmental impact.

We agree that the need for sustainable transport objectives is necessary - we would say urgent - given the deteriorating physical and mental health of the population (especially children) and the climate emergency.

Q2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

Reduce Traffic, Equity, Physical and Mental Wellbeing (these two are inextricably linked). The other objectives will flow from these three.

Q2.2 What change would you hope these achieve?

We would like to see:

- people able to walk and wheel safely and easily in a pleasant environment;

- a network of safe and pleasant walking routes throughout the borough;
- private car journeys substantially reduced (at the very least by the Mayor's target of 27% by 2030);
- road danger reduced/road safety prioritised so that the public realm is no longer hostile to those walking and wheeling;
- the removal of through traffic from neighbourhood streets;
- an agreed proportion of the kerbside dedicated to sustainable travel;
- Vision Zero targets on track;
- climate resilience prioritised.

Q2.3 What practical suggestions would you have for delivering these objectives?

Please see list attached below, compiled after hearing from our members. We would like to see a delivery timetable for these objectives.

(3) Other

Q3 From reading the 'Sustainable Transport Strategy Consultation Draft' is there anything else we could include in the Sustainable Transport Strategy?

We understand that this is a policy document with action to follow but we would like to see more data: an evidence base that makes the problems and challenges clear, and base line numbers to measure progress.

We would like more clarity on the goals and how Southwark intends broadly to achieve those goals. For example:

What are the solutions to the problems and challenges that have been identified? (One solution is safe, active travel.)

What can Southwark do to enable those solutions? (Build infrastructure; Streetspace schemes borough-wide; controlled parking across the borough.)

How will Southwark work with other decision makers when aspects of the decision are out of borough control? (Approach to TfL controlled roads; working with developers.)

We would like more clarity on how specifically this Strategy will work with the other Council policy and strategy documents referenced.

SLS Suggestions re Q2.3:

PEOPLE:	PLACE:	EXPERIENCE:
M1 - Equity: everyone has access to safe, reliable, sustainable, efficient transport	M4 - Reduce Traffic	M7 - Safe and Convenient Journeys
M2 - Mental Wellbeing: transport modes do not degrade the environment in which people travel	M5 - Streets for People	M8 - Climate Resilience
M3 - Physical Wellbeing: transport modes are safe and healthy	M6 - Thriving High Streets	M9 - Working Together

Reduce Traffic

- Develop and deliver a borough-wide programme of Streetspace schemes with initial focus on high need areas (eg/ie areas with high levels of deprivation and health challenges)
- Favour physical filters over ANPR (especially on minor neighbourhood roads)
- Deliver a borough-wide programme of controlled on-street parking
- Charge for car parking by emissions and size of vehicle; charge for parking on estates
- Allocate 25% of Southwark's kerbside towards sustainable uses such as cycle parking, trees, parklets and mobility hubs
- Deliver residential and on-street cycle parking based on need/demand
- Ensure cycle parking cost is below that for resident car parking
- Presume car-free development (planning policy)
- Amend Streetscape Design Manual (SSDM) to include removing through traffic from new developments; design new streets to recognise climate change objectives (reduce motor vehicle capacity, slow streets (design speed max 10mph?), continuous tree canopy, wildlife corridors, SUDS)
- Report progress towards the Mayor of London's target of 27% reduction in traffic volumes (from 2018 levels) by 2030
- Confirm support for London-wide SMART road user charging
- Develop and deliver a sustainable freight framework (that the private sector can largely deliver) with focus on regeneration projects
- Report Southwark MTS 2041 Sustainable Modeshare target (87%) and progress towards it

Create Active Travel Networks - Walking and Cycling

- Develop a network of safe, accessible walking routes throughout the borough
- Develop a network of safe routes to school – supported by School Streets roll-out borough-wide

- Commit to a programme of safe junctions: safe and direct crossings with sufficient time to cross; lowered wait to cross times; no missing pedestrian crossings on any arms (in conjunction with TfL)
- Build protected cycling infrastructure on borough main roads and TLRN (TfL managed roads)
- Green streets: appropriate trees; biodiversity corridors; parklets; noise reduction; SUDS

Focus on Road Safety/Vision Zero

- State Southwark's VZ targets and current progress towards them
- Include traffic reduction in addition to the five main VZ themes (fig 6 p29)
- Report compliance with borough-wide 20mph speed limit
- Develop programme of improving compliance with 20mph limits on borough and TfL roads (ref TfL Lowering Speeds Toolkit)
- (Retro-)fit Southwark and (through procurement contracts) contractor vehicles (inc Car Club cars and vans) with mandatory ISA

Expand Pedestrianisation

- Identify streets/locations for car-free/car-lite/pedestrianisation across Southwark (prioritising congested locations/high levels of deprivation/higher levels of use by disabled people)
- Deliver Equal Pavement Pledge (with initial focus on high streets, public transport stops and schools): focus on personal safety; places to rest; cutting clutter; wide, even pavements; provision of toilets; accessibility needs of disabled people (eg through consistent drop kerbs)

Team London Bridge

Background

Team London Bridge (TLB) is a business improvement district with almost 400 member businesses. We cover an area between London Bridge and Tower Bridge, including More London, The Shard, London Bridge Station and Guy's hospital.

As part of the vision set out in our 2021 ballot and supported by 97% of our members, our vision is to be one of the most sustainable, culturally innovative and compelling places for business and tourism in the world. One of key commitments is to be a London exemplar for walking and cycling.

Our [Cycling Action Plan](#) was launched by TfL Cycling and Walking Commissioner, Dr Will Norman in 2018 and sets out a vision that "Cycling will play a major part in the ongoing transformation of London Bridge as a globally significant place of modern commerce, enterprise and creativity".

We have delivered many projects that promote walking and cycling, and to reduce the impact of traffic in London Bridge, reduce pollution and support sustainable projects like the uptake of cargo bikes.

Response

Overall, we support the aims and objectives of the Sustainable Transport Strategy. While the Movement Strategy was a step in the right direction, it did not fully address the urgency of the climate emergency that Southwark Council has since declared. We have since delivered our own London Bridge business district Routemap to support the 2030 carbon neutral target in the borough.

Broader comments:

1. Having a target of zero emissions from transport where no one is prevented from healthy travel options is a bold ambition (or indicator of success). It is not clear if the document is bold enough, or specific in the detail, to deliver this outcome.
2. It is difficult to assess the Strategy without any performance measures or targets, for example those set out in the Mayor's Transport Strategy. We understand this will come as part of the Action Plan, but it would have been clearer to have some key targets set out in this document.
3. The traffic reduction objective is critical to the success of most other elements of the report, however it feels slightly buried (M4). In London Bridge over the last 5 years, we have seen a significant reduction in traffic, partly through our own work to support businesses to consolidate deliveries and remode to cargo bikes, and partly through working with TfL and Southwark to reduce through-traffic in the area. Traffic reduction is possible, and requires concerted effort and work with partners to deliver. We can share our traffic data which illustrates the change in traffic over this period.
4. The Strategy indicates the need to work with partners and communities. TLB delivers work on many aspects of the strategy, often working with Southwark: walking and cycling stakeholder groups, cleaning streets, funding police on the street, promoting cargo bike use, the Low Line, SuDS and supportive strategies and projects. The document should state more clearly the need to work in a joined up way with business and the business improvement districts to achieve its objectives.
5. The format of the document covers several areas, split across people, place and experience. It is not immediately obvious why some aspects fit in one area, but not

another. Low Traffic Neighbourhoods, one of the key areas of council delivery since Covid19, does not seem to be mentioned at all – nor is it clear where it fits.

Introduction

6. TLB has a vision to make London Bridge one of the most compelling places for business and tourism in the world. Other parts of the borough are equally 'global' in their appeal. The street environment is key to supporting this vision, and this should be set out in the document. Southwark streets need to be world class places that attract people from across the world, not just places local people go.

M2 Streets that support mental wellbeing

7. Many of the issues raised appear to be about noise and licensing. This has come up in the London Bridge related to the night time economy, skate boarding and night time deliveries and waste collections. This does need to be managed, but does it merit a whole chapter in the transport strategy? It seems this needs to be dealt with by wider Council teams than transport.

M3 Streets that support physical wellbeing

8. Active travel has a very important role in keeping people healthy. Decluttering is not sufficient to make people active, all built environment measures need to work towards this over time. It seems that the design and infrastructure to support active lives will also support mental wellbeing in M2, so perhaps these can be joined up.

M4 Reduce Traffic

9. There seems to be a lot of overlap between Objective 6, to reduce the number of vehicles, and objective 8, to reduce ownership of private cars. It is not very clear how either objective will be achieved.
10. The objective to expand vehicle free space and the pedestrian realm seems nebulous. Is this widening pavements? It appears not to relate to a policy of LTNs, which the borough has implemented to reduce traffic with some success (according to the traffic data we have recorded in London Bridge).
11. In the hierarchy, we need to be careful about putting scooting at the top, when this remains mainly illegal and untested. In Paris we have seen how the success of this has come into conflict with people walking.
12. We welcome the recognition that while EVs have some benefits, there are also environmental costs. This conflict is not really tackled, so it is unclear if EV is being promoted or not. TLB has strongly promoted the move to e-cargo bikes over electric vans for this reason. This was shown in the [Delivering Value](#) report we commissioned comparing the true cost of deliveries by diesel van, electric van and cargo bike.

M5 Transform our streets

13. We welcome the mention of the Low Line in this section, and look forward to seeing the commitment to this in the Action Plan.
14. Objective 11, to make town centres attractive, should also mention attractive to visitors from across the world. The measures here, drawn from across the strategy, will be critical: reduce traffic, manage parking, improve the public realm, add greenery, engage business, etc.

M6 Support sustainable freight and servicing

15. When we delivered delivery and servicing plans with businesses in London Bridge, we followed an approach to Reduce, Remode and Retime. This approach could be used to good effect here.

16. We welcome the use of the Bikes for Business case study. Please use this text “Bikes for business supports businesses making the switch to zero emission cargo bikes for deliveries. It is led by Team London Bridge, has been funded by TfL and Impact on Urban Health, and works with multiple partners including the Council to reach out to businesses across SE1 and beyond. It uses advice and subsidies to enable switches and bike purchases, making cargo bikes part of the mainstream for logistics in the area, with over 100 different services delivered by bike.
17. The Guy’s and St Thomas’ Trust consolidation centre should be used as an example here, particularly in relation to new large developers in the borough being encouraged to use it to minimise future journeys

M8 Places to be resilient to climate change

18. Under placemaking, the strategy should indicate how greenery can create attractive streets for active travel. We would welcome the use of the London Bridge SuDS case study here.

M9 Working together

19. Please make it clear that it is important to work with business and business improvement districts to help deliver the strategy, as part of the community.
20. It is welcome that the council wants to engage with communities to deliver the strategy. But it should be more clearly stated (as in the introduction) that this will be balanced with a need to deliver the strategy ambition and in combination with use of data. Many of the decisions to deliver the strategy will be difficult, but working with communities can ensure that the benefits are based on need and shared widely, and any disbenefits mitigated.

Tram Forward - the campaigning arm of the Light Rail Transit Association LRTA

Name of group or organisation	Tram Forward -the campaigning arm of the Light Rail Transit Association LRTA https://www.lrta.org/
Purpose of your organisation (a brief description of what you do)	The LRTA is a not-for-profit UK based organisation and has members throughout the world. Free of any trade or political affiliation; it is the world's leading organisation concerned with the achievement of better public transport through light rail, tramway and metro systems in towns and cities world-wide.
Number of members	400 +
Number of members consulted in preparing this response	70 responses
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	Membership surveys in the monthly magazine Tramways & Urban Transit Monthly meetings in person & online. Online polls via the LRTA Development & Campaigning Groups email group.

(1)The vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q1.1 To what extent do you disagree/agree with this vision?

Strongly Disagree Disagree Neutral Agree Strongly Agree

Q1.2 Please explain your reasons?

Safe, affordable, reliable, public transport must be sustainable with zero carbon emissions taking residents of all ages to work, school, shopping, places of entertainment, doctor & hospital appointments.

(2) Priorities and objectives

Q2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

Objectives numbers 6, 11, 21

Q2.2 What change would you hope these achieve?

- Reducing the number of car journeys on the A2 & A3 in the Borough Reducing congestion on all roads in Southwark, thereby giving more room for sustainable travel method, cycling, e-scooters and public transport – each bus can take up to 40 private cars off the road; trams can take up to 100.
- Drastically reducing CO2, NOX and other tail pipe emissions and therefore giving cleaner air to the residents of Southwark
- Improving transport connectivity for residents

Q2.3 What practical suggestions would you have for delivering these objectives?

- Introduce with the GLA and TfL collaboration, more bus lanes.
- Introduce a policy of only having electrically powered public transport in Southwark. Restrict private vehicle traffic on roads adjacent to schools & educational establishments to specific periods of the day.
- Expand shared travel facilities & car clubs. Make streets safe environments.
- Expand the public transport system in Southwark by designing and commissioning a Light Rail/Tramway supported by electric feeder buses on the key roads in the Borough.

(3) Other

Q3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

Improve public transport connectivity for residents who don't have access to a car:

- a. Places of work
- b. Railway & underground stations
- c. Hospitals, Health Centres, GP practises and Dentists
- d. Schools and colleges
- e. Housing Estates
- f. Shopping Centres
- g. Community Centres
- h. Care Homes
- i. Places of Worship
- j. Cemetery's
- k. Green Spaces
- l. Leisure Facilities
- m. Art Gallery's & Museums

Appendix E

List of stakeholders contacted

Internal consultees (departments/teams)

Department	Division	
Chief Executive	Planning & Growth	Development management
		Strategic development
		Policy, Building control, historic environment
		Sustainable growth
	External affairs	Communications
	Response and Renewal	Local economy team
		Emergency planning & resilience
		Strategy & change
Equality diversity & inclusion		
Children's and Adults Services	Adult social care	
	Children & families	
	Public health	
Environment & Leisure	Climate change	
	Communities division	
	Environment	Waste & cleansing
		Traded services
		Regulatory Services
		Highways
	Leisure	Culture
		Parks & leisure
Housing & modernisation		

Statutory Consultees (organisation)

- Transport for London
- Metropolitan Police
- London ambulances
- London fire
- Lewisham Council
- Lambeth Council

Other stakeholders

- Southwark Living Streets
- Action Vision Zero
- Thriving Streets local group (including residents and businesses of Lower Road area)
- Threesheperd
- Better Bankside
- Team London bridge
- LCC
- Impact on Urban Health
- Mums for Lungs
- Southwark Pensioners
- Safe Routes to School
- London Travel Watch
- RHA – Road Haulage Association
- BMF – British Motorcyclists Federation
- Transport for All
- Revealing Reality
- LTDA – Licensed Taxi Driver’s Association
- Sustrans
- SDAIL – SDA Independent living
- NHS
- Guy’s and St Thomas Trust
- APCOA – Parking management company
- Wheels for Wellbeing

Appendix F

Stakeholder workshop and other activities

Stakeholder Workshop – 23 January 2023

Attendees

- 20's Plenty for Us
- Team London Bridge
- Action Vision Zero
- Southwark Living Streets
- Southwark Cyclists
- Better Bankside
- Cross River Partnership
- Guy's and St Thomas' NHS Foundation Trust

Findings and items discussed

- There was a frustration and sadness about the inaction since the election in May 2022. In addition, there was a sense that progress had stalled after Covid-19 projects such as low traffic neighborhoods and streets space schemes.
- Reducing traffic should be given significant focus. This should also include reducing and monitoring speed.
- The group would like to see work that link LTNs, walking networks and other networks that support modal shift and improve the environment for people.
- Freight and servicing are important to reduce traffic and they would like to see this developed on further. They would like to see Southwark taking leadership on for example cargo bikes and other last mile delivery options. It was suggested working with business to enable switching to other deliver and servicing option including micro hubs and consolidations centres. Further, traffic as results of construction should also be considered.
- Make clearer and more direct what actions the council take to address climate change and showing links between transport and other teams. Show connection between climate change air quality, biodiversity and impact on health and wellbeing.
- Create a strong narrative for change. There is a need for a narrative around what and why we are addressing with this plan, this should be backed with data and evidence.
- Lack of targets, KPIs and milestones, what is the end goal? Overall, a consensus was held that the policy itself is good, but the group don't see how this will be delivered. Be clear about what the council actually have in their powers to do and when we have reached it.

- Diversity and representation. The challenge of diversity and equal representation was mentioned. Consider how to ensure equity in the delivery of the plan. Continued focus on young people and enable them to be part of change.
- See business and BIDs as an individual stakeholder. How can business support the strategy? Include working with partners such as NHS and GSTTS. Business can be partners for testing and trialing new ideas.

Coffee Morning at Primary Schools

The coffee mornings were drop-in sessions during school drop off times. The sessions were held at two primary schools in Peckham. By bringing together officers from across the council, working on projects in the same area, we create one engagement touchpoint for parents and carers to share their views and experiences of bringing their children to school. The sessions were open-ended and it did not followed a defined structure instead it built on the topics and issues raised by participants.

Schools visited

- Camelot Primary School, 8 November 2022
- St. Francis Catholic Primary School, 8 December 2022

Findings and items discussed

- Safety is the key concern for parents. That their children are safe traveling to and from school, and feeling free to enjoy parks and play areas around schools.
- To safely get to school, people would like to see more convenient and safe crossing points for large roads such as Old Kent Road.
- Parents raised safety concerns regarding cyclist and electric scooters speeding on streets close to the school.
- 'School Streets' are seen as mainly positive and there are wishes for it to be extended further around the school gate to increase safety and decrease conflict amongst drivers and people walking.
- The school drop off space and time of day is seen as very high pressure. Many people need to access limited space at the same time. High volumes of traffic creates an unsafe environment for people walking to school as they have to navigate cars reversing and driving in.
- Some parents park further away and walk to school to make the school run more calm and enjoyable. However, it was added that parents who are travelling with more than one child this might be an issue for.
- There are concerns that parking restrictions will impact parent's ability to drive to schools.
- One of the schools has seen a significant shift in their student's living further away from the school as a result of more displaced communities. This mean that more families and students have to travel further than they used to and this impact their travel choices.
- Would like to see parks and open spaces close to the schools improved and made more enjoyable and safe. Parents are noting antisocial behaviours in nearby parks that are

impacting on the ability to comfortably use the space. Some expressed that they avoid certain parks and routes as they feel unsafe.

- There is concern from parents and the school for children playing on their own in the nearby parks as they are vulnerable and subjected to antisocial behaviours.

Appendix G

Pre engagement

Citizens' Jury on Climate Change February 2022

The Citizen Jury was asked to identify ideas, strategies and actions needed to answer the question: 'What needs to change in Southwark to tackle the emergency of climate change fairly and effectively for people and nature?'

The output of their deliberative process was a statement and set of recommendations. 'Transport' was one of three key themes for the jury's recommendations, the recommendations for transport were:

- Make walking great again by removing barriers to walking.
- Affordable, accessible and appealing public transport, this should be the backbone for a low carbon Southwark.
- Significant reduction in cars.
- More people cycling.
- Haulage and Freight, introduce cargo bike infrastructure to encourage, facilitate and expand cargo bike deliveries across the borough.

Full report available at: <https://www.southwark.gov.uk/assets/attach/93860/Southwark-Report-FINAL-EDITS-v0.5.pdf>

Young People on Climate Change and Transport January 2022

A qualitative research project that set out to understand young people in Southwark's values, attitudes, behaviours and relationship to transport, traffic reduction and climate change. Contextual interviews were conducted at an afterschool club in Canada Water and a workshop was held with young people in Walworth.

It became evident that we are educating young people about climate change and its impact. However, we do not empower, nor do we provide opportunities for them to act. Instead, they are disempowered and left anxious about their futures. The key insights were group into three themes: attitudes, values and behaviours. The findings for these three themes were:

Attitudes

- Traffic has strong negative connotations for young people
- Air pollution is a sensorial experience
- Climate change is emotive, personal and causes anxiety in young people
- Young people believe that people in power are not taking responsibility
- Anxious for their future

Values

- Young people enjoy social, explorative, independent and playful journeys to school
- Values greenery on their journeys and sees it as climate action
- Ban diesel cars in favour of electric vehicles and less traffic

Behaviours

- Young people are already taking daily climate actions and influencing others
- Joining a protest march is a way of expressing yourself as a young person about climate change
- School and role models are important in raising climate awareness and inspiring action

Movement and Disability: Research into barriers to movement across Southwark May 2022

Insight and innovation agency 'Revealing Reality' was commissioned by Southwark to explore and document barriers that people with accessibility requirements experience when moving through Southwark.

The research took place between January and May 2022 and included the following activities:

- A session to consolidate and document known barriers to moving in Southwark
- Conducted a short survey to recruit residents for the in-depth interviews
- 8 in-depth interviews with Southwark residents who have different accessibility requirements
- Observation in 4 geographical areas within Southwark

Toplines from the survey (=93)

- Over a quarter of people said they experience and encounter barriers 'all of the time'
- Nearly half of the sample said they experienced barriers 'all the time' or 'most of the time'
- 25 people strongly disagreed or disagreed with the statement "I feel confident traveling through Southwark"
- 34 people strongly agreed or agreed with the statement "I struggle to access the services/destinations I need in Southwark"
- 36 people strongly disagreed or disagreed with the statement "I can use the forms of transport that I want to in Southwark"
- 88 people reported that they experienced barriers relating to 'preparing and planning to travel to/through Southwark'
- 49 of these people reported they experienced these 'all of the time' or 'most of the time'
- 91 people reported that they experienced barriers relating to 'physical barriers'
- 54 of these people reported they experienced these 'all of the time' or 'most of the time'

- 84 people reported that they experienced barriers relating to 'information and communication infrastructure'
- 31 of these people reported they experienced these 'all of the time' or 'most of the time'
- 81 people reported that they experienced barriers relating to 'communication and interaction with others'
- 41 of these people reported they experienced these 'all of the time' or 'most of the time'

After conducting the fieldwork, Revealing Reality grouped barriers to travelling through Southwark into 6 main opportunity areas.

- Opportunity 1: Implementing new and/or improving existing physical facilities
- Opportunity 2: Ensuring consistency of facilities, services or guidelines
- Opportunity 3: Connecting people with information and resources
- Opportunity 4: Facilitating a culture of learning and continuous improvement & proactivity
- Opportunity 5: Encouraging feedback and enabling people to feel heard
- Opportunity 6: Encouraging positive attitudes and behaviour among other road users

Appendix H

Consultation Hub Survey

Questionnaire

Privacy Statement

Southwark Council will collect and record your answers to this form. We will collect and securely store your data electronically and only give access to people who are authorised to use it. The survey information will be collated for statistical purposes to inform our decision. We will keep this data for the reasons given above and destroy it securely after four years.

If you have any questions about how we will use your personal information, please contact our Data Protection Officer by email dpo@southwark.gov.uk or telephone 0207 525 5000. More detailed information is available on our website <https://www.southwark.gov.uk/council-and-democracy/freedom-of-information-and-data-protection/corporate-data-privacy-notice> and from the Information Commissioner's Office at <https://ico.org.uk/>.

Q1. Please confirm your consent for us to collect and use your data in the ways described above (without your consent, we are unable to use any information that you provide).

- I consent for you to collect and use my data as described above. (Required)

Vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q2. To what extent do you agree with this vision?

Please select only one item

- strongly disagree
- disagree
- neutral
- agree
- strongly agree

Q3. It is important to reduce traffic in Southwark.

Please select only one item

- strongly disagree
- disagree
- neutral
- agree
- strongly agree

Q4. I feel worried about the impact of poor air quality on my health

Please select only one item

- strongly disagree
- disagree
- neutral
- agree
- strongly agree

Q5. To address climate change we need to change our behaviours

Please select only one item

- strongly disagree
- disagree
- neutral
- agree
- strongly agree

Q6. Thinking about transport, movement and personal mobility, what issues or work areas would you like to see prioritised?

Please select your top three priorities.

Only select 3 issues and rank them in importance to you 1 to 3.

	1	2	3
Feeling safe from injury and accidents			
Feeling safe from harassment and harm			
Cycling to be made easier and more enjoyable			
Easier for children to walk, cycle and scoot to school			
Wide, clean and well-maintained pavements			
Quieter (less noisy) streets and public spaces			
Cleaner air			
Fewer cars			
More share and hire options i.e. e-bikes, e-scooters and Santander bikes			
More deliveries to be made by cargo bikes, click and collect etc.			
Easier ways to travel to local town centres and high streets			
More trees and green space			
Other			
If you choose 'other', please specify here:			

Q7. Please explain your reasons for choosing these.

[Free text answer]

Micromobility definition

Micromobility is transportation over short distances provided by lightweight, usually single-person vehicles such as bicycles and scooters. For example a Santander bikes being used for the last section of a commute, or hiring an e-scooter to get somewhere locally.
--

Q8. Select the statement that comes closer to your view*Please select only one item*

- Micromobility is 'just' a trend and distracts from improving walking, cycling and public transport
- Micromobility provides a great option to reduce driving

Q9. Select the statement that comes closer to your view*Please select only one item*

- If we build more cycle lanes more people will cycle
- If we reduce the number of cars on our roads more people will cycle

Q10. Select the statement that comes closer to your view*Please select only one item*

- To reach net zero by 2030 requires reducing the number of vehicles overall, even if electric
- To reach net zero by 2030 it is enough to switch to low emission and electric vehicles

Q11. Do you consider safety when choosing how you travel?*Please select only one item*

- never
- rarely
- sometimes
- often
- always

Q12. Do you consider the cost when choosing how to travel, even if a cheaper journey can be longer?*Please select only one item*

- never
- rarely
- sometimes
- often
- always

Q13. Do you consider your fitness/physical health when choosing how you travel?

Please select only one item

- never
- rarely
- sometimes
- often
- always

Q14. Do you consider your mental wellbeing when choosing how you travel?

Please select only one item

- never
- rarely
- sometimes
- often
- always

Q15. Do you consider the environment and climate change when choosing how you travel?

Please select only one item

- never
- rarely
- sometimes
- often
- always

Q16. Do you own a car?

Please select only one item

- Yes (if YES, go to Question 17)
- No (if NO, go to Question 18)

Q17. What are the reasons for owning a car?

Please select all that apply

- I have a physical and/or mental condition that limits how I can get around
- I drive other people around (e.g. children to school, people with mobility constraints)I drive as part of my job
- I don't feel comfortable on public transport
- I prefer to travel privately
- It's the quickest way to get to places

- It's the cheapest way to get to places
- I can be comfortable in bad weather or when it's too hot or cold
- I enjoy cars and driving
- I feel safer in my own car
- I mainly use it at weekends/holidays for leisure trips or visiting family/friends outside London
- Other (please specify)
- If you choose 'other', please specify here _____

Q18. What are the reasons for not owning a car?

Please select all that apply

- I don't have a driver licence
- I used to own one but don't anymore
- I prefer to use public transport, walk or cycle
- I don't want to drive because of environmental considerations
- I am considering getting a car
- It is inconvenient to drive in London
- It is too expensive to drive in London
- I have a physical and/or mental condition that limits my ability to drive
- Other reason (please specify)
- If you choose 'other', please specify here: _____

Q19. Do you have a membership to a car club (car sharing)?

Please select only one item

- Yes (if YES, go to Question 20)
- No (if NO, go to Question 21)

Q20. What are the reasons for having a car club membership?

Please select all that apply

- Too expensive to buy and own my own car
- Save money
- Only need it occasionally
- Don't want the hassle of owning a car
- It is more environmentally friendly than owning a car
- There is no parking available to me
- Other (please specify)
- If you choose 'other', please specify here: _____

Q21. What are the reasons for not having a car club membership?

Please select all that apply

- I don't have a driver licence
- I have no need for it
- I used to have one but don't anymore
- I am considering it
- I prefer to drive my own car
- There are no car club bays close to where I live
- Too expensive
- Other (please specify)
- If you choose 'other', please specify here: _____

Q22. Do you cycle (at least once a month)?

Please select only one item

- Yes (if YES, go to Question 23)
- No (if NO, go to Question 24)

Q23. What do you use to cycle?

Please select all that apply

- Have my own bike (or other cycle)
- Use shared bikes (Santander bike, dockless e-bikes etc.)
- Rent my own bike (monthly subscription)
- Borrow a family member's or friend's
- Other (please specify)
- If you choose 'other', please specify here: _____

Q24. What are barriers to you taking up cycling?

Please select the ones that are most significant to you

- There are no shared bikes (e.g. Santander) accessible to me
- I need an electric bike as the area near me has e.g. too many hills
- I can't find a bike that meets my accessibility needs
- I need to carry things with me that don't fit on the bike
- I need to take my children to school
- I don't have showers and changing facilities at work
- I don't have space to safely store a bike at home
- I can't find safe spaces to leave my bike at my destinations
- I don't feel safe to do so
- I can't afford a bike at the moment
- Cycling is not for me
- Other (please specify)
- If you choose 'other', please specify here: _____

Q25. Did you know the council provides free cycle training for all ages and abilities?

Please select only one item

- Yes
- No
- Not sure

Your Neighbourhood

During the lockdowns many people stated they did not want to return to how society had been organised. This is most clearly seen in the uptake of home and flexible working. This is a fundamental change in people's location and lifestyle coupled with a greater appreciation of their local environment and facilities. There was a noticeable increase in internet shopping and home deliveries.

Q26. What area do you live in?

Postcode: _____

Q27. Since the pandemic, my neighbourhood has become more important to me. Do you agree with this statement?

Please select only one item

- strongly disagree
- disagree
- neutral
- agree
- strongly agree

Please explain your answer:

[Free text answer]

Q 28. Since the pandemic, what I need from my neighbourhood (about 15 min by foot from my home) has changed.

Do you agree with this statement?

Please select only one item

- strongly disagree
- disagree
- neutral
- agree
- strongly agree

Please explain your answer:

[Free text answer]

Q29. The Cleaner Greener Safer programme funds local people's ideas for permanent improvements and physical items. Are you aware of this programme?

Please select only one item

- Yes
- No
- Not sure

Q30. If you live in Southwark, which community area do you live in?

Please select only one item

- Bermondsey
- Borough & Bankside
- Camberwell
- Dulwich
- Elephant and Castle
- Nunhead
- Peckham
- Rotherhithe
- Walworth

Q31. Equalities questions

To make sure we are providing fair services to all of Southwark's diverse communities, it is important that we ask you a few questions about yourself. You are under no obligation to provide the information requested, but it would help us greatly if you did. The information will be used to help us plan services that meet the needs of all users. Your responses will be kept confidential and

any information published will be made anonymous. The information will be used in a statistical format only.

Age

Please select only one item

- Under 16
- 16 – 17
- 18 – 24
- 25 – 34
- 35 – 44
- 45 – 54
- 55 – 64
- 65 – 74
- 75 – 84
- 85 – 94
- 95+

What is your ethnic background?

Please select only one item

- Arab
- (Asian) Bengali
- (Asian) British
- (Asian) Chinese
- (Asian) Filipino
- (Asian) Indian
- (Asian) Pakistani
- (Asian) Vietnamese
- (Asian) Other (please specify if you wish)
- (Black) British
- (Black) Caribbean
- (Black) Ghanaian
- (Black) Nigerian
- (Black) Sierra Leonean
- (Black) Somali
- (Black) Other African (Black) Other (please specify if you wish)
- Gypsy, Roma or Irish Traveller
- Latin American
- Mixed White/Asian
- Mixed White Black African
- Mixed White/Black Caribbean
- Mixed Other background (please specify if you wish)
- (White) British
- (White) English
- (White) Irish
- (White) Northern Irish

- (White) Scottish
- (White) Welsh
- (White) Other European(White)
- Other (please specify if you wish)
- Other ethnic background (please specify if you wish)
- Please specify further if you wish: _____

Are you disabled?

Please select only one item

- Yes
- No
- Prefer not to say

Please tick the box or boxes below that best describe your disability:

Please select all that apply

- Hearing / Vision (e.g. deaf, partially deaf or hard of hearing; blind or partial sight)
- Physical / Mobility (e.g. wheelchair user, arthritis, multiple sclerosis etc.)
- Mental health (lasting more than a year. e.g. severe depression, schizophrenia etc.) Learning disability (e.g. dyslexia, dyspraxia etc.)
- Long-term illness or health condition (e.g. Cancer, HIV, Diabetes, Chronic Heart disease, Rheumatoid Arthritis, Chronic Asthma)
- Other (please specify if you wish):
- Prefer not to say

Please specify further if you wish: _____

What is your sex as recorded at birth? (a question about Gender Identity will follow)

Please select only one item

- Male
- Female
- Other (please specify if you wish)
- Prefer not to say

Please specify further if you wish: _____

Is the Gender you identify with the same as the sex you were recorded at birth?

Please select only one item

- Yes
- No

- Prefer not to say
- If no, how would you define your gender identity?
Please specify if you wish: _____

Which of the following best describes your sexual orientation?

Please select only one item

- Heterosexual/straight
- Lesbian/Gay woman
- Gay man
- Bisexual
- Other (please specify if you wish)
- Prefer not to say

Please specify further if you wish: _____

What is your religion or belief?

Please select only one item

- Christian
- Sikh
- Hindu
- Muslim
- Jewish
- Buddhist
- No religion
- Other (please specify if you wish)

Please specify further if you wish: _____

Appendix I

Youth Survey Questionnaire

Privacy Statement

Southwark Council will collect and record your answers to this survey. We will collect and securely store your data electronically and only give access to people who are authorised to use it. The survey information will be collated for statistical purposes to inform our decision. We will keep this data for the reasons given above and destroy it securely after four years.

Q1. We need your consent to include your answers. Do you consent to the above?

- Yes
- No

Q2. How do you normally get around Southwark?

Choose the two most used ways you move around the borough with

- walking
- cycling (own)
- e-scooter (own)
- shared modes (dockless bikes, e-scooter hire, Santander bikes)
- car (as passenger)
- car (as driver)
- public transport (bus, train, overground, tube)
- Other

Q3. It takes courage to cycle in Southwark

- strongly disagree
- disagree
- neutral
- agree
- strongly agree

Q4. It is important to reduce traffic in Southwark

- strongly disagree
- disagree
- neutral
- agree
- strongly agree

Q5. I feel worried about the impact of climate change on my future

- strongly disagree
- disagree
- neutral
- agree
- strongly agree

Q6. I feel worried about the impact of poor air quality on my health

- strongly disagree
- disagree
- neutral
- agree
- strongly agree

Q7. I feel my voice is heard in issues impacting my future

- strongly disagree
- disagree
- neutral
- agree
- strongly agree

Q8. To act on climate change we need to change our behaviours

- strongly disagree
- disagree
- neutral
- agree
- strongly agree

Q9. Which of these are priorities for transport and mobility in Southwark according to you?

Pick the 3 things you think are most important.

- Feeling safe from injury and accidents
- Feeling safe from harassment and harm
- Cleaner air
- Fewer cars
- Walking to be made easier and more enjoyable
- Cycling to be made easier and more enjoyable
- More trees and green space
- Reduce negative impact of construction work

- Deliveries to be made more sustainable such as cargo bikes and click and collect
- More shared mobility such as e-bikes, e-scooters and Santander bikes
- Easier for children to walk, cycle and scoot to school
- Quieter (less noisy) streets and public spaces
- Wide, clean and well-maintained pavements
- More car club parking spaces
- More community involvement in the design of local streets
- More cycle parking (racks outside shops and other community resources)
- More cycle storage (bike hangars outside homes)
- Better access to local town centres and high streets
- Other

Q10. Why did you pick these 3?

[free text answer]

Q11. Do you consider safety when choosing how you travel?

- never
- rarely
- sometimes
- often
- always

Q12. Do you consider your mental wellbeing when choosing how you travel?

- never
- rarely
- sometimes
- often
- always

Q13. Do you consider your fitness/physical health when choosing how you travel?

- never
- rarely
- sometimes
- often
- always

Q14. Do you consider the environment and climate change when choosing how you travel?

- never
- rarely
- sometimes

- often
- always

Q15. Finally, write a message to the leaders of Southwark. **What would you like to tell them about transport, climate change and the future? What is important for them to hear?**

[Free text answer]

Q16 Want a chance to win £20 voucher? Please leave your email.

Q17. Are you happy to be contacted by Southwark Council in relation to any of the information you have given in this survey?

- Yes
- No

About you

Q18. How old are you?

- Under 10
- 10-11
- 12-13
- 14-15
- 16-17
- 18-24
- 25+

Q19. What is your gender?

- Female
- Male
- Non-binary
- Prefer not to say

Q20. What do you consider to be your ethnicity?

- Arab
- (Asian) Bengali
- (Asian) British
- (Asian) Chinese
- (Asian) Filipino
- (Asian) Indian
- (Asian) Pakistani

- (Asian) Vietnamese
- (Asian) Other (please specify if you wish)
- (Black) British
- (Black) Caribbean
- (Black) Ghanaian
- (Black) Nigerian
- (Black) Sierra Leonean
- (Black) Somali
- (Black) Other African(Black) Other (please specify if you wish)
- Gypsy, Roma or Irish Traveller
- Latin American
- Mixed White/Asian
- Mixed White Black African
- Mixed White/Black Caribbean
- Mixed Other background (please specify if you wish)
- (White) British
- (White) English
- (White) Irish
- (White) Northern Irish
- (White) Scottish
- (White) Welsh
- (White) Other European(White)
- Other (please specify if you wish)
- Other ethnic background (please specify if you wish)

Q21. What is your relationship to Southwark? Select all that apply

- I live here
- I study here
- I work here
- I have no relationship to Southwark
- I was born here
- Other

Streets for People Strategy

Equality Impact Assessment

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Introduction

The purpose of this document

This document has been prepared to help develop Streets for People Strategy and to ensure that it complies with the council's legal obligations relating to the Equality Act 2010.

Section 149 of the Act obliges Southwark council, as public body, to ensure it does not discriminate against any individuals or groups who share a protected characteristic. We are also obliged to eliminate differences between the opportunities available to people with a protected characteristic and to those without.

The Act defines as a protected characteristic as one that is based on one of the following:

- How old someone is
- Whether they have a disability
- Their gender identity and whether or not they have undergone gender reassignment
- Whether or not they are married or in a civil partnership
- Whether they are pregnant or have children
- Their race or ethnicity
- Whether they profess certain religions or beliefs, or if they do not
- Whether they are male or female
- Their sexual orientation

The Streets for People Strategy must not disadvantage any people or groups based on these characteristics. We must also try to eliminate any disadvantages people or groups currently face based on these characteristics.

How the assessment has been done

Southwark adopted its Movement Plan and [Local Implementation Plan \(LIP3\)](#) in 2019. The Streets for People Strategy is a refresh of the adopted document to address the new challenges the borough is facing.

The Strategy is divided into four main themes which correspond to four main priorities and areas of work.

- **Streets for Communities:** Reclaiming accessible space for our communities to connect, socialise and play, in a safe and pleasant environment.
- **Streets for Journeys:** Making healthy and sustainable travel the safest, easiest, quickest and most convenient choice
- **Streets for the Economy:** Supporting our town centre economies to run efficiently and sustainably, reclaiming space to create high quality environments where people want to spend time
- **Streets for Nature:** Cleaning our air and reducing the impact of climate change by increasing biodiversity, making our streets greener and more resilient to extreme weather

The four themes each have 12 objectives to ensure we reach our pledges.

Each of these objectives has then been assessed to see if they have any potential impact on a protected group that is greater than its impact on the general population.

These impacts are judged in one of three ways:

- **Positive:** if the impact helps a protected groups by removing an existing barrier
- **Neutral:** if the impact neither helps nor hinders a protected groups
- **Negative:** if the impact represents a new barrier faced by a protected group

The initial assessment is deliberately cautious, focusing on a worst-case scenario. Many negative effects can be avoided if the objective is implemented in the right way.

The final column of the assessment sets out how the objective will be managed to avoid the potential negative impacts. It also sets out what we will do to make any neutral impacts positive and to ensure positive impacts are as positive as possible.

Equality Impact Assessment

	Objective	Potential impact	Potential outcome	Mitigation and management
1	Reduce the need to own or use a car	<ul style="list-style-type: none"> Only a minority of Southwark's residents own cars. Disabled people, black, Asian and minority ethnic people, women and those from lower income groups are less likely to own a car and drive¹. <p>The use of all cars does damages roads over time, requiring Southwark to spend to maintain them in a safe condition.</p> <ul style="list-style-type: none"> Several groups currently rely on cars to undertake their travel needs. These include people with mobility impairment, as well as women and people with young children, who are more likely to make journeys not served by public transport or cycle infrastructure 	Positive	<ul style="list-style-type: none"> Reducing the use of private cars within the borough will reduce the spending needed to maintain roads in a usable state. This will allow Southwark to focus on supporting forms of transport a higher proportion of our residents use.
2	Create good quality space that is accessible for all people	<ul style="list-style-type: none"> The Streets for People Strategy will prioritise all transport schemes and policies on the basis of the Equity Framework. This includes focusing investment on projects that will provide an especial benefit to protected groups, who have 	Negative	<ul style="list-style-type: none"> Where possible, data will be automatically updated. Where there are conflicts, the most up-to-date information will be used

¹ (Transport for London, 2019)

		<p>traditionally been neglected by transport investment. It also means that the needs of all users will be considered at design stage.</p> <p>This approach requires the council to take into consideration the relevant demographics when designing schemes. If inaccurate or out-of-date data are used, the result could be inequitable.</p>		
		<ul style="list-style-type: none"> • The distribution of groups with different protected characteristics is different. Some groups, such as children and old people, are more evenly distributed across the borough. It will be harder to focus targeted interventions in this case. 	Negative	<ul style="list-style-type: none"> • Alongside targeted interventions, we will also maintain and enforce minimum standards to ensure that no-one is disadvantaged as a result of where they live in the borough.
		<ul style="list-style-type: none"> • People with mobility issues and old people rely on street furniture such as benches as they need places to frequently rest. Any programmes to declutter the pavement by removing poorly placed street furniture has the potential to restrict their mobility. 	Negative	<ul style="list-style-type: none"> • Any publically-useful street furniture (such as benches as opposed phone cabinets) that is identified to be moved will be replaced with at least one nearby.
		<ul style="list-style-type: none"> • Uneven and unstable pavements can present a barrier to those with mobility issues, old people and those with young children pushing prams and buggies. 	Positive	<ul style="list-style-type: none"> • By prioritising interventions in the highest trafficked areas, we can ensure that greatest benefit is achieved as soon as possible. To ensure that residents in lower-priority areas still benefit, we will also ensure that all new pavements built as part of new developments or affected by other transport schemes are (re)built to the same high standard.
3	Reclaim, reallocate and repurpose	<ul style="list-style-type: none"> • Lower income groups less likely to have access to private outdoor space. 	Positive	<ul style="list-style-type: none"> • Alongside prioritising protected groups, such schemes should prioritise

public land for community use	Replacing existing hard surfacing with more green space ensures more people have access to space to play and enjoy nature.		areas of Southwark with the worst access to parks and other greenspaces, to ensure the greatest benefit.
	<ul style="list-style-type: none"> • A lack of sense of community can exacerbate existing mental health conditions². It also makes life more difficult for those with who need more supportive care, such as people with young children, old people and people with disabilities. High levels of traffic sever these neighbourhood links. 	Positive	<ul style="list-style-type: none"> • New public space should be built with communities and nearby institutions to ensure they become effective neighbourhood centres.
	<ul style="list-style-type: none"> • Background noise, including traffic noise, disproportionately affects many protected groups. It hampers the development of children's brains, it increases the risk of stroke, premature death³ and Alzheimer's⁴, and can be distressing for people with developmental disorders such as autism. <p>Moreover, black people and those from other minority ethnic groups, and those from low-income households are more likely to live near higher-trafficked roads and experience more background noise.</p>	Positive	<ul style="list-style-type: none"> • We will seek to reduce noise through the elimination of noise generating activity, not its diversion. Therefore, the problem will not be shifted to another group.
	<ul style="list-style-type: none"> • Involving the community in streetspace design means reaching the whole community. Older people, lower income groups and those with certain disabilities are less able to access information on the internet. Young LGBTQ+ and people with mental health conditions 	Negative	<ul style="list-style-type: none"> • We will use multiple streams of messaging to ensure as wide a possible audience. This will include online and by post, but also publicity in Southwark's buildings and events designed to encourage active participation.

² (Mental Health Foundation, n.d.)

³ (Halonon, et al., 2015)

⁴ (Cantuaria, et al., 2021)

		are more likely to be homeless, and harder to reach by mail.		
4	Improve safety and security for everyone using our streets	<ul style="list-style-type: none"> • Young people, old people⁵, disabled people⁶, and black, Asian and minority ethnic groups are more likely to be injured in road accidents. 	Positive	<ul style="list-style-type: none"> • Combining accident data with demographic data will allow us to focus interventions where they will have the most benefit.
		<ul style="list-style-type: none"> • Black, Asian and minority-ethnic residents are more likely to be the victims of crime⁷. <p>90% of young adults are concerned about their safety when walking in London⁸.</p> <p>Women and members of the LGBTQ+ community⁹ are more likely to experience harassment in public and cite feelings of safety as a reason they don't use public transport and don't visit certain areas. This results in missed opportunities, such as being unable to take jobs because of an unsafe journey to work¹⁰.</p>	Positive	<ul style="list-style-type: none"> • Different people's perception of crime and feelings of safety are different, and no single solution will work in all locations. <p>We need to work with the relevant groups to understand what improvements they need to improve their experience.</p>
5	Make walking, cycling and wheeling easier	<ul style="list-style-type: none"> • Different types of exercise may be more different groups of people, especially due to age and/or disability. 	Negative	<ul style="list-style-type: none"> • Design transport protects to promote all exercise, by providing opportunity, rather than promoting specific activities.
		<ul style="list-style-type: none"> • Some disabled people find it easier to cycle than to walk, but poorly-designed cycle lanes, such as those that are too narrow or have excessive camber can be 	Negative	<ul style="list-style-type: none"> • All new cycle infrastructure will be assessed against our Accessible Cycle Tool to ensure it usable for everyone.

⁵ (Transport for London, 2019)

⁶ (Aldred, 2018)

⁷ (London TravelWatch, 2021)

⁸ (London TravelWatch, 2021)

⁹ (London TravelWatch, 2021)

¹⁰ (London TravelWatch, 2021)

		unusable for users of adapted cycles ¹¹ .		
		<ul style="list-style-type: none"> Poorly-designed and sited cycle lanes can form a barrier to pedestrians. Such barriers can be especially difficult to traverse for old people and those who are visually and mobility impaired 	Negative	<ul style="list-style-type: none"> We will consider pedestrian movement throughout the design process of cycle infrastructure, allowing them to move around sites along desire lines. Will use a consistent language of tactile surfaces to edge cycle lanes and identify crossings.
		<ul style="list-style-type: none"> Age and disability can limit the distance people can walk or cycle¹², limiting the usefulness of infrastructure. 	Neutral	<ul style="list-style-type: none"> By creating frequent rest-stops along active travel corridors we can ensure that they are usable by as many people as possible.
		<ul style="list-style-type: none"> The micromobility vehicles offered as part of the current trial are not suitable for those who may have balance issues for reasons of age or disability. 	Neutral	<ul style="list-style-type: none"> Any permanent infrastructure installed by the council to support micromobility will be vehicle- and provider-agnostic, to allow it to be used by adapted micromobility vehicles in the future.
6	Make walking cycling and wheeling easier for children and young people	<ul style="list-style-type: none"> Children and young people tend to be overlooked in engagement and in traditional discourse. 	Positive	<ul style="list-style-type: none"> By actively working with children and young people we can ensure that transport projects reflects their needs.
7	Work with TfL and other transport operators to make public transport safe, accessible, and reliable	<ul style="list-style-type: none"> Women are more likely to use public transport. Women are also more likely to have childcare and household management duties¹³. The current public transport system prioritises radial journeys into central London, which makes to multipoint trips women are more likely to make harder to do. <p>Lower-income groups are more likely rely on public transport, and more likely to</p>	Positive	<ul style="list-style-type: none"> We will focus interventions designed to improve public transport on making radial and local trips across outer London easier. We will campaign for public transport providers to do the same.

¹¹ (Transport for London, 2019)

¹² (Transport for London, 2019)

¹³ (Transport for London, 2019)

		take local and radial journeys to get to work.		
		<ul style="list-style-type: none"> • Disabled people are more likely to be on lower incomes, yet many are excluded from using public transport due to poor design. This forces them to use the more expensive option of driving. 	Positive	<ul style="list-style-type: none"> • We need to recognise that poorly-designed public transport suppresses a lot of demand from people who would otherwise want to use it. We need to design public transport infrastructure for everyone, not just those that currently use it.
8	Increase footfall and dwelling time in town centres by making them a nice place to be and easy to get to	<ul style="list-style-type: none"> • A need to travel longer distances to reach essential goods makes it harder for those without access to car or the internet to access them. Such people are more likely to be older or from lower income groups. 	Positive	<ul style="list-style-type: none"> • By supporting thriving town centres, more people will be able to access the goods they need within walking and cycling distance
9	Reduce the impact of freight on our streets and support business to operate sustainably and efficiently	<ul style="list-style-type: none"> • A number of people, including old people and those with mobility or mental health issues, may rely on home deliveries to access essential goods, including goods which require special handling, such as medicine and food 	Neutral	<ul style="list-style-type: none"> • More sustainable delivery and servicing methods will be developed to reduce the reliance on motor vehicles. However, while it continues to be necessary, access for delivery vans will remain.
10	Manage the road network to avoid congestion and reduce disruption caused by construction and roadworks	<ul style="list-style-type: none"> • Black and other minority ethnic groups and lower income groups are more likely to live on busier roads which see the majority of large construction and transport projects. Additionally, those with certain mental health conditions and developmental disorders are more susceptible to noise. 	Positive	<ul style="list-style-type: none"> • We will seek to make construction and roadworks quieter overall, thereby eliminating the problem and not diverting it elsewhere.

11	Reduce emissions from transport and improve air quality	<ul style="list-style-type: none"> • Air pollution is a major threat to public health which can lead to lifelong illness and death. Young people, old people¹⁴, and those with pre-existing health conditions are especially sensitive to air pollution. 	Positive	<ul style="list-style-type: none"> • Air pollution data will be combined with demographic data to help us prioritise interventions that will have the greatest benefit. We will design interventions to reduce sources of negative air pollution, not divert them.
		<ul style="list-style-type: none"> • Black, Asian and minority-ethnic residents, as well as those from lower-income households, are more likely to be in areas of high air pollution, and more likely to suffer ill-health as a result. 	Positive	<ul style="list-style-type: none"> • Black, Asian and minority-ethnic residents are also more likely to live on the trunk network, which will make reducing air pollution by limiting through traffic harder to achieve. We will pursue multiple solutions to reducing air pollution.
12	Make streets greener and more resilient to extreme weather	<ul style="list-style-type: none"> • Frequent flooding and standing water can make areas more difficult to traverse for people with mobility issues, as well as those with small children. 	Positive	<ul style="list-style-type: none"> • We will view flood risk data alongside demographic data to ensure interventions bring the greatest benefit.
		<ul style="list-style-type: none"> • Lower income groups are less likely to have access to green space. Access to green space and biodiverse areas has a positive effect on mental health. 	Positive	<ul style="list-style-type: none"> • By focusing greening in areas with the least greenspace, we can improve the quality of life for local residents while at the same time creating new habitats for wildlife.

¹⁴ (Transport for London, 2019)

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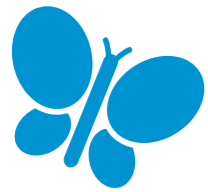
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**TACKLING
THE CLIMATE EMERGENCY
TOGETHER IN SOUTHWARK**



**ANNUAL
REPORT
JULY 2023**



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FOREWORD

“Climate change is not only a threat, it is, above all, an opportunity.” These words from Greta Thunberg summarise Southwark Council’s approach to the climate emergency. As we tackle this existential threat, we must strive for a greener, fairer and safer world.

This March we invited the High Commissioner for Fiji to the United Kingdom, His Excellency Mr Jitoko Tikolevu, to speak at our Climate Day. He emphasised how climate change connects us all – how the effects of our actions in Southwark ripple across the globe and are felt by those in the South Pacific. We must also remember that our efforts to address this global emergency can have a positive and tangible impact here in South London: cheaper energy bills, cleaner air, and a more pleasant environment.

I’m proud of our successes this year, laid out in this report. But we must be honest with ourselves: we are not on track to be net zero by 2030. Despite our best efforts, we simply do not have the resources we need. In fact, if the council spent every penny it has on climate change from now until 2030 – and that would mean stopping everything else we do from building new homes to providing social care – this would still not be enough.



Councillor James McAsh,
Cabinet Member for
Climate Emergency,
Clean Air and Streets

We need dramatic change, at a global and national level, and time is running out.

The scale of the challenge may be daunting but this must not stop us from doing everything we can to tackle it. In Southwark, the council is working with residents, businesses and communities to reduce our carbon emissions and build a more sustainable future. The following report highlights some of our many successes in this area.





1. WHERE WE ARE

In its most recent report (March 2023), the Intergovernmental Panel on Climate Change (IPCC) made its starkest warning yet on the urgency and the scale of action needed in this decade to 'secure a liveable future for all'. The report showed not enough progress is being made by world leaders, and estimated that current policies would see global temperature increases exceed 1.5°C, reaching around 3.2°C by 2100.

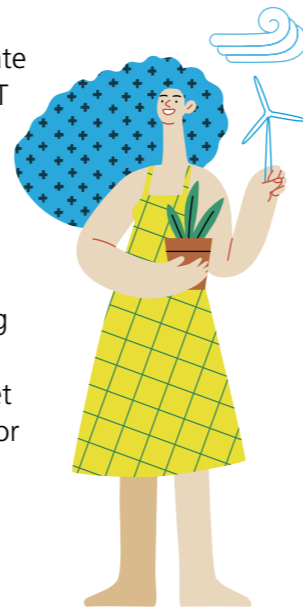
In March this year, the High Commissioner for Fiji to the UK, His Excellency, Mr Jitoko Tikolevu, spoke at Southwark Climate Day about the devastating impacts already being experienced in Fiji. Southwark's local residents and businesses heard how whole communities are being uprooted by the effects of climate change. Every year of inaction means that the challenges for small island nations like Fiji will only get worse. This is despite these nations being the ones that have contributed the least to the problem.

In Southwark, we have not had to consider relocating entire villages as they have done in Fiji, but we are still vulnerable to climate change and the impacts are set to worsen in the years ahead. Whether Southwark or the South Pacific, what happens in one part of the world effects another. We not only need to build our resilience to climate change, but as a richer nation that has

contributed much more to the causes of climate change, we have an even greater responsibility to act urgently to protect people in not just Southwark, but around the world.

Since declaring a climate emergency in 2019 we have been taking urgent action. Our Climate Change Strategy (2021) and the Council Delivery Plan (2022) are clear on the level of urgency that is needed for the borough to achieve its ambition of becoming net zero by 2030.

Last year, we updated the climate change action plan with SMART targets as well as delivering our first annual report on progress. This year's annual report builds on these by highlighting how we are tackling climate change together in Southwark, working with our community to push forward our actions. We also set out some of our top priorities for the year ahead.



His Excellency, Mr Jitoko Tikolevu with the Leader of the Council, Cllr Kieron Williams and the Cabinet Member for Climate Emergency, Cllr James McAsh at Southwark Climate Day

As part of our responsibility for the borough, we have continued to take action to reduce our own greenhouse gas emissions and tackle others from within our borough across five priority areas. As well as investment in carbon reduction from our own buildings, we have launched a new free advice service in partnership with London Southbank University for residents to green their homes. We have moved thousands of council properties away from gas and towards renewable energy and planted two of London's newest forests in Peckham Rye Park.

Yet we also continue to face enormous challenges, with large gaps in national and local funding and resources. Our vision for tackling the climate emergency still offers a profound opportunity to reshape our borough into a better place for everyone, deliver improvements in health, raise the standard of homes, create good green jobs and help to strengthen our communities. We need to continue to highlight and overcome the challenges before us, whilst moving our action plan forward and continuing to improve the lives of people and future generations across our borough.



2. BOROUGH-WIDE PICTURE

Working across the borough

Our strategy and action plan is for the whole borough to become carbon neutral by 2030.

The council is directly responsible for around 12% of emissions and so while we are working hard to reduce these, we must also lead the borough, its residents, businesses, partners and others to take action so that together we can all create a net zero borough. This section highlights how we are doing this.

Southwark Climate Day

Southwark Climate Day was held on 11 March 2023. Due to the covid pandemic, it was the first in-person climate conference we have held since launching our climate strategy. We brought together over 200 people who live, work and spend time in the borough, to learn, discuss and share ideas for how we can become net zero.

There were world class guest speakers, such as the High Commissioner to Fiji in the UK – a nation that is particularly vulnerable to the effects of climate change, as well as workshops covering issues such as air quality, energy efficiency, fashion and climate, and creating wild spaces. We heard from local groups like Extinction Rebellion Southwark, as well as academics and others at the forefront of climate thinking and ideas.

There were stalls promoting the great work going on throughout the borough from sustainable food and fashion, to green skills courses and energy efficiency advice. Lots of practical action also took place, as Repair Café Nunhead fixed people's household items, the Energy Advice Centre provided help and advice on home energy efficiency and bike mechanics fixed and serviced people's bikes for free all day.



Southwark Climate Day, 11 March 2023

Southwark Climate Action Schools

This year we launched Southwark Climate Action Schools, a network to connect and empower schools in the borough. It provides a space where schools can share their work on tackling the climate emergency with each other and learn about new opportunities to support their goals.

Working with environmental charity Ashden we have also been supporting schools who want to do more to tackle climate change and inspire the borough's young people to do more.



Progress this year

The climate action plan details how working together, we can reduce our carbon emissions.

The full set of actions, their milestones and their progress can be viewed through the [climate action plan online dashboard](#).

This section sets out some of our highlights from the past year for our work supporting the borough to reduce its emissions.

Greener buildings



We want to make it easier for people to make their own homes greener and more energy efficient. That is why we have introduced a bundle of measures to streamline the process for green planning applications. This includes helping residents install renewable technology, improving the online pre-planning advice service on renewables and a quicker decision process for green applications.

We have set up a Green Buildings Fund using money from new developments to reduce carbon in the borough, initially focused on council projects such as retrofit on the Tustin Estate.

Active and sustainable travel

We have improved access to walking and cycling in the borough, with 1.3 kilometres (km) of new segregated cycle lanes delivered, alongside an increase in the number of cycle hangars to 626. Our school streets programme has created 23 more school streets. These make streets around schools greener and safer, discourage car trips to schools at drop off and pick up times. Children now have more space at the school gate as a result.

The rollout of electric vehicle charging points is ahead of schedule with the number of new charging points increasing to 812. Later this year we will be publishing our electric vehicle strategy to ensure that while always promoting active travel, we also have the infrastructure in place to get petrol and diesel vehicles off the road.

Due to funding pressures from central government in 2022, Transport for London (TfL) put at risk many of Southwark's most important bus routes. In response, we ran a successful campaign to save Southwark's bus routes, bringing together residents and communities. The campaign led to the Mayor of London announcing that the 12, 45, 78 and N133 buses will be protected, and that people in Southwark can continue to use them to get to work and to visit family, friends and more. The council has continued its campaign to the reopen Camberwell Station and extend the Bakerloo Line.

The council has also worked with partners on the Smarter Greener Logistics (SGL) project, which is exploring how we can use the River Thames for freight and logistics, instead of our roads.



1.3KM OF NEW SEGREGATED CYCLE LANES



INCREASED CYCLE HANGARS TO 626



23 MORE SCHOOL STREETS



INCREASED CHARGING POINTS TO 812

A thriving natural environment



In partnership with Earthwatch, the council planted two new Tiny Forests in Peckham Rye. Tiny forests are closely planted fast-growing woodlands, and Southwark now has two of the newest sites at Peckham Rye Park. Over 1,200 native trees were planted in March 2023, with the help of local schools as well as 125 members of the community.

Overall, 8,000 new trees have been planted across the borough over the past year and the council has created 108 new allotment plots for community growing.



Community planting day for Tiny Forests at Peckham Rye



8,000
NEW TREES
PLANTED



108
NEW
ALLOTMENT
PLOTS

A circular economy with green jobs



1,240 green jobs have been created in the borough, helped by our investment in net zero projects, employment support targeting green jobs and the construction of low-carbon buildings.

A good example of how these green jobs are being supported is the launch of the Green Skills Hub hosted by London South Bank University, which has trained 234 Southwark residents in skills for the green economy.

This year we have launched a new sustainability blueprint for events in the borough. The Event Environmental Sustainability Guide (EESG) helps event organisers to understand how they can identify and tackle their carbon emissions, while also improving their sustainability.

In March 2023, a new Waste Management Strategy Extension was approved. This sets out the council's priorities for managing waste up to 2025. A government mandate around extending food waste recycling facilities is expected this year, so we are making sure we are ready to recycle food waste on our estates in Southwark. Currently 32% of the borough's waste is recycled, which is one of the highest rates in central London. However, this is below our ambitious 36% target, so we will be continuing to talk to and work with residents to improve recycling rates.

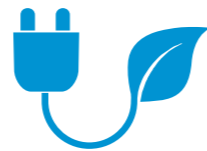


1,240
GREEN JOBS
CREATED



234
SOUTHWARK RESIDENTS
TRAINED IN SKILLS FOR
THE GREEN ECONOMY

Renewable energy



Promoting renewable energy remains a key priority. In early 2023, we partnered with industry experts at London South Bank University's (LSBU's) Net Zero Building Centre, to launch the green homes advice service. This service provides free expert advice to residents on green home upgrades (such as solar panels or air source heat pumps) and retrofit measures (including double-glazing and loft insulation). Residents who contact the centre get help from an expert advisor to identify which measures are best for their property, which could be as simple as switching to LED light bulbs or a more detailed approach to upgrading to an air source heat pump.



Two expert advisors at the LSBU Energy Advice Centre



32%
OF THE BOROUGH'S
WASTE RECYCLED

36% TARGET

Emissions in Southwark

To understand, measure and target our work, we need to know where greenhouse gas emissions are coming from.

At a borough level, this is reliant on large national datasets. These datasets have an inherent time-lag, which means the information we have is never as up to date as we would like it to be. This makes it challenging to obtain the quality and quantity of data that we need. However, it is still essential in highlighting where the council should target our resource, funding and lobbying asks of central government.

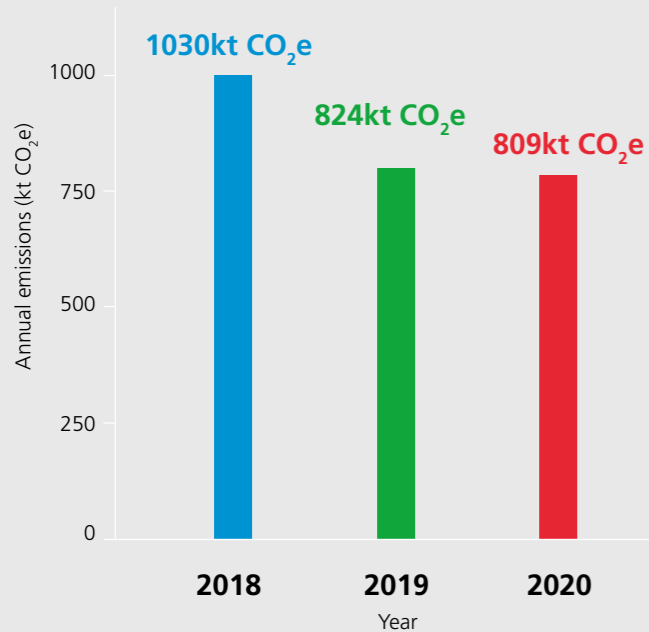
In the last two reports, we calculated the emissions for the borough using a tool called Scatter. This included emissions from residential homes, vehicles, industry and business. This tool has not been updated since last year, so we have used government data from the Department for Business, Energy and Industrial Strategy (BEIS),

now called the Department for Energy Security and Net Zero (DESNZ).

Greenhouse gases are categorised into three groups, or scopes: scope one covers direct emissions from owned or controlled sources; scope two covers indirect emissions from the generation of purchased electricity, heating and cooling and; scope three includes all other indirect emissions that occur in the supply chain.

We measure our emissions in kilotons of carbon dioxide equivalents, also written as **kt CO₂e**. The BEIS data used in last year's report, from 2019, gave a total scope one and two emissions of 824kt CO₂e. This year's updated 2020 data shows a slight fall in emissions, to 809kt CO₂e.

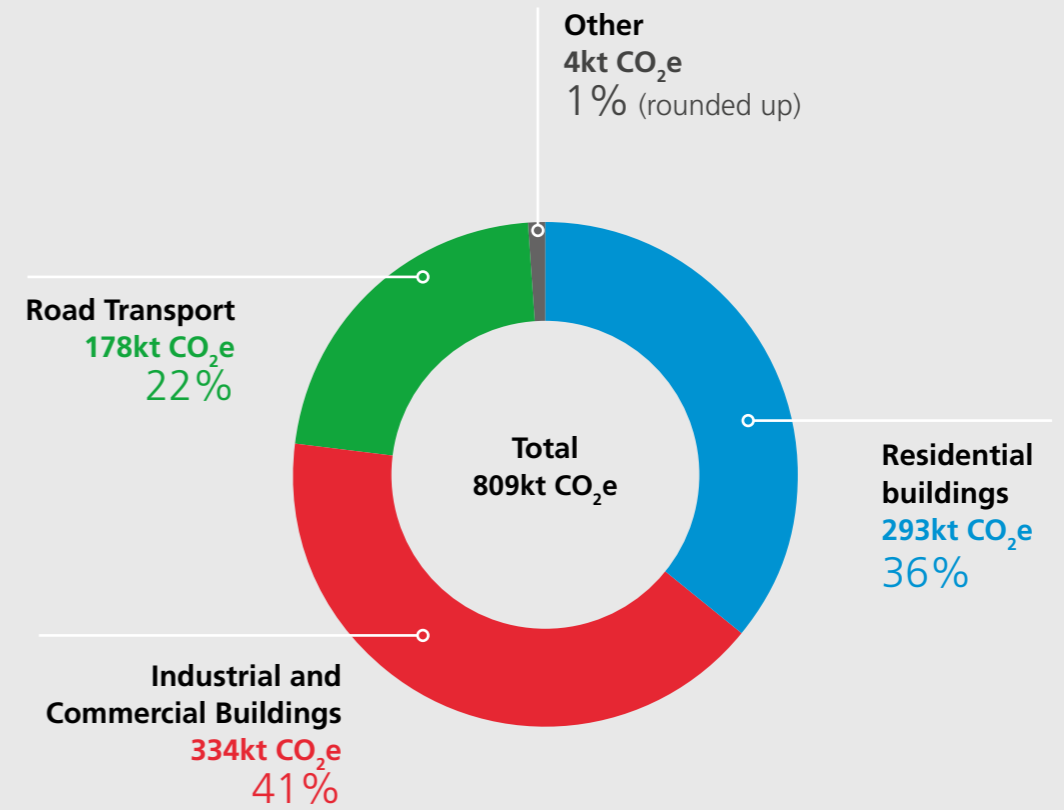
Borough wide emissions over the last three years



While the overall reduction in borough wide emissions is positive, the pace of reduction needs to rapidly increase to achieve our 2030 net zero target. Emissions associated with domestic buildings have remained static, while those in the industrial and commercial sector have increased.

Overall emissions from road transport are down in the borough when compared to the previous year's data. This reinforces the need to focus on emissions associated with heating and powering buildings, which account for nearly 80% of all scope one and two emissions in the borough.

Borough wide emissions



It is clear that significant reductions are needed. Our climate action plan includes work we are doing to support residents and businesses in reducing emissions, but the funding gap from central government is stark. We will continue to lobby at a London and national level for the changes and funding required.

Looking ahead to the next year

Over the next year, the council will continue to deliver and invest in important projects across each area of our Climate Change Strategy in a targeted, decisive and positive way. This will ensure we can have the biggest impact on tackling our emissions in Southwark, with the resources and funding we have available.

Importantly, a comprehensive stakeholder plan will be finalised and implemented over the next year. It will bring together the borough's networks and deepen our relationships with community stakeholders, businesses, delivery partners and schools while reforming our expert's panel. This will enable the council to develop a clear picture of the climate work that is happening right across the borough.

Greener buildings



New planning policies are being developed to further address energy use and retrofitting through an update to the Southwark Plan (2022). This will take place alongside the publication of new planning guidance for how to best meet our ambitious planning policies, and work on a new local carbon offsetting price. We will be extending the Green Buildings Fund and this year will be launching it publically for groups in the borough to access funding to reduce emissions on community buildings.

Active and sustainable travel



In July this year we will be launching our new Streets for People Strategy. This looks holistically at our transport system, that needs to balance the increasing demands upon space, and sets out a direction for transport in Southwark that is sustainable and equitable. This will set out how our roads, streets and kerbsides are designed to continue to promote active and sustainable travel. We will also be consulting on borough-wide walking, cycling and electric vehicle strategies.

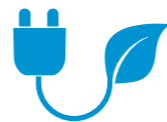
A thriving natural environment



This year we will engage and consult on a Climate Change Resilience and Adaptation Strategy. This will set out how we can make sure the borough is ready for the impacts of climate change that we cannot avoid.

The council will also be preparing a new Local Nature Recovery Plan and implementing new legal requirements for biodiversity net gain that will increase habitats in new developments.

Renewable energy



The council continues to support local energy groups' funding bids to the GLA's local community energy fund. Over the next year, we will be launching the Southwark Community Energy Fund to the public to fund local renewable energy projects.



A circular economy with green jobs



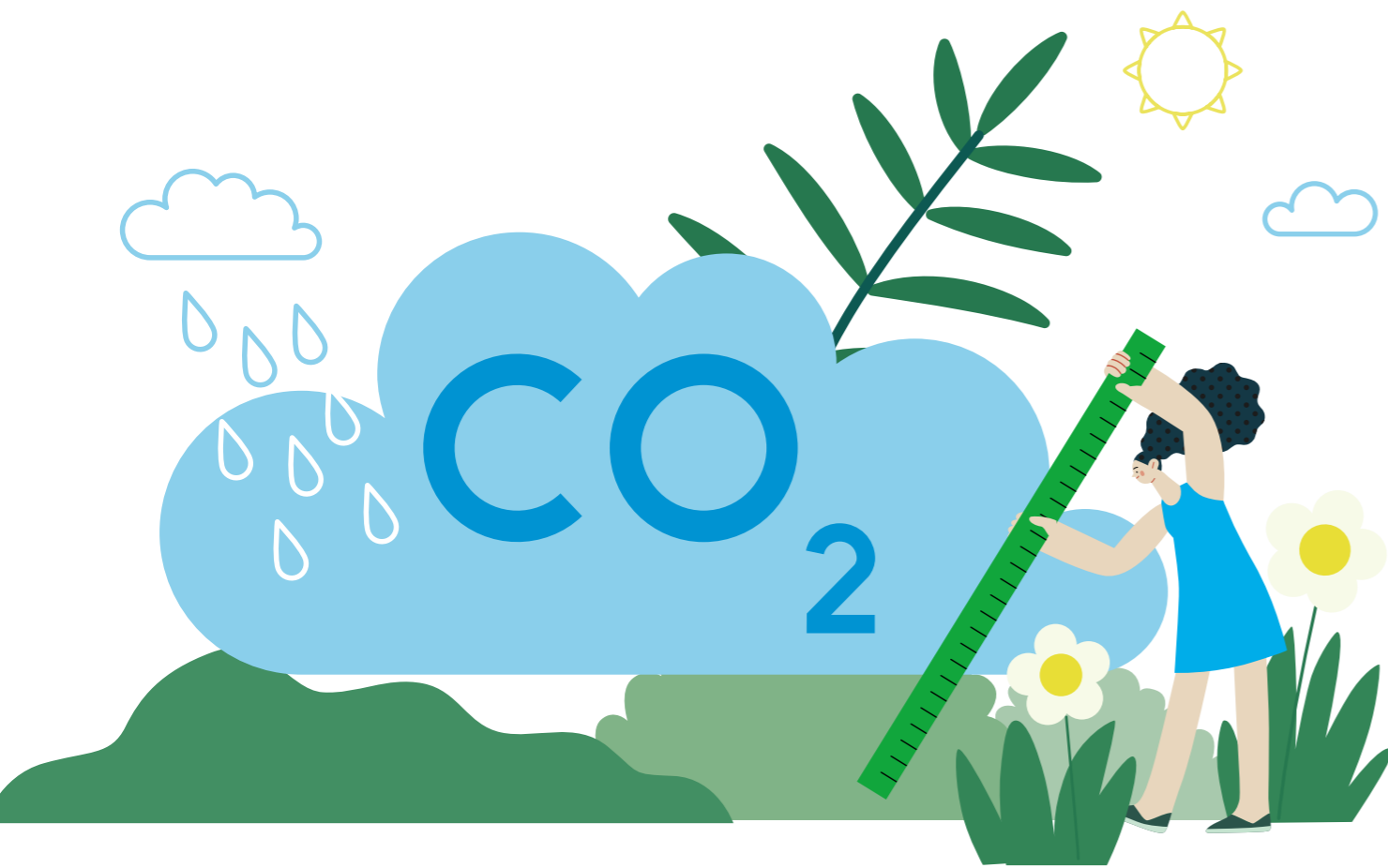
Over the next year, will use Southwark Pioneers Fund to support new green businesses in the borough. Southwark Green Finance will be launched so that local people and businesses can invest in climate projects.

Our first Library of Things will also open in summer 2023 at Canada Water Library, to help promote borrowing and the circular economy by offering residents the opportunity to loan household items such as DIY equipment, rather than buying.

In the next year, the council will adopt our Sustainable Food Strategy (SFS) and Right to Food which will lead to the development of a Sustainable Food Action Plan. The School Meal Transformation Programme will introduce more climate friendly school food menus in 2023/24, including weekly meat-free days and daily options for vegetarians and vegans in all schools.



Library of Things at Canada Water Library



3. THE COUNCIL'S EMISSIONS

Progress this year

The council is directly responsible for a relatively small proportion of total emissions in Southwark. While we are working across the borough as a whole, as highlighted in the previous section, we also need to ensure that we are doing everything that we can to lower our own emissions.

As a council we have been working hard to set an example and reduce our own emissions, through a range of innovative projects. The Council Delivery Plan has set the target of halving the council's operational emissions by 2026, and £5 million from the council's climate capital fund was committed to supporting this in July 2022. In the past year, extensive work has gone into improving the council's understanding of the emissions profile of its buildings, as well as programmes of improvements at a number of buildings.

This section highlights how we are doing this with some key projects and other work from the past year. Over the next year, the council will continue to deliver and invest in important projects that are targeted, decisive and positive to ensure they have the biggest impact on tackling council emissions, with the resources and funding that are available.

Our climate action plan details how the council is trying to address its own emissions. A full set of actions, their milestones and their progress can be viewed through the [climate action plan online dashboard](#).

Greener buildings

The council recognises both the impact and opportunity our housing stock has on emissions in the borough. Work has completed on a landmark project where heat pumps, that use water from the aquifer deep underground, were retrofitted into three housing estates in Southwark. This project moved 2,175 properties away from a dependence on gas. The new estate-wide heat pumps are keeping homes warm, improving air quality while generating renewable energy, and saving thousands of tonnes of carbon dioxide (CO₂). The project is estimated to achieve 3,848 tonnes CO₂ savings per year, which equates to around 1.77 tonnes of CO₂ saved per home.



Newington Estate which is now heated by Water Source Heat Pumps (credit: GLA, Andrew Baker)

2,175 PROPERTIES
away from a dependence on gas

3,848 TONNES
of CO₂ savings per year

1.77 TONNES
of CO₂ saved per home



Retrofit projects are currently underway at a number of locations. Burgess Park Sports Centre is being upgraded with a heat pump and a green roof, while Peckham Library is being improved with high efficiency boiler controls, an upgraded ventilation system, repairs to windows and insulation and LED lighting. Kingswood Library is also going through a similar set of upgrades, to remove gas as a heating source and improve the efficiency of the building.

Double glazing schemes have also been completed at sites, to remove older, inefficient windows. These works total £2.5m and show the council's ambition to deliver an efficient building stock that provides key services to our residents.

Active and sustainable travel



The council now ensures the way we design, construct and maintain the borough's roads and footpaths minimises emissions, with the rollout of new processes and software.

We have undertaken a number of trials of hybrid and electric vehicles over the last year. This is to assess how the current market can provide for our operational requirements, which require a huge range of vehicles across our estate. This includes trialling small hybrid vans, electric mobile platforms, also known as cherry pickers, and electric cargo bikes to transport staff and grounds maintenance tools.

The pest control service has trialled electric vehicles while we have also been understanding the operational use and requirements of electric refuse collection vehicles, which is an area identified for future funding. The council has also installed new electric vehicle charge points at our Copeland Road depot.

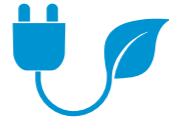
A thriving natural environment



We have continued to support the growth of Southwark's Biodiversity Partnership, which has continued to expand. The partnership shares best practice, information and delivers the Southwark Nature Action Plan (SNAP) as well as working with voluntary and community groups to encourage and promote biodiversity.

The council also has new specialist rewinding lawnmowers, which will improve the quality of the borough's meadows whilst also saving time and money. Funding was secured for the lawnmowers from the Mayor of London, with support for the project supplied by London Wildlife Trust.

Renewable energy



Solar panels have been installed at a range of council buildings including Nunhead Library and Dulwich Library, with further library installations planned for Peckham Library and Kingswood Library. Roof top solar has been installed at ten sites and further feasibility work is underway for council offices. The council will continue bidding for public funding for its Heat Decarbonisation Plans for eligible schools, which will include solar panel work.

The council has continued work to explore the feasibility of buying renewable energy through a Power Purchase Agreement (PPA), both individually and as part of a collaborative approach with other London boroughs. This work will continue through the next year.

We have also fast tracked the installation programmes for LED street lighting. As of March 2023, nearly 8,000 of the council's lights had been replaced by LEDs, ahead of schedule against a target of 11,000 by 2026. The continued roll out of the LED street lighting programme resulted in a 40% drop in emissions in a year.

8,000 of the council's lights replaced by LEDs = **40%** drop in emissions in a year

A circular economy with green jobs



As of March 2023, there has been a 60% carbon reduction of the council's pension fund's carbon footprint. The fund's active equities portfolio has divested from fossil fuel investments and a restriction has been placed on the portfolio preventing further investments in these companies or their industry peers.



New LED street lighting being installed

Emissions profile

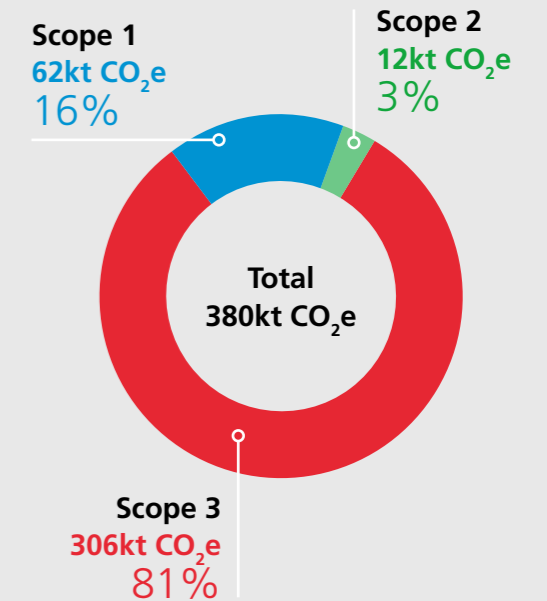
Since publishing our Climate Change Strategy in 2021, we have calculated annual figures on emissions directly associated with our activity.

This includes those emissions associated with heating and powering our buildings and vehicles (scope one and two), but also those associated with the things we purchase through our supply chain (scope three).

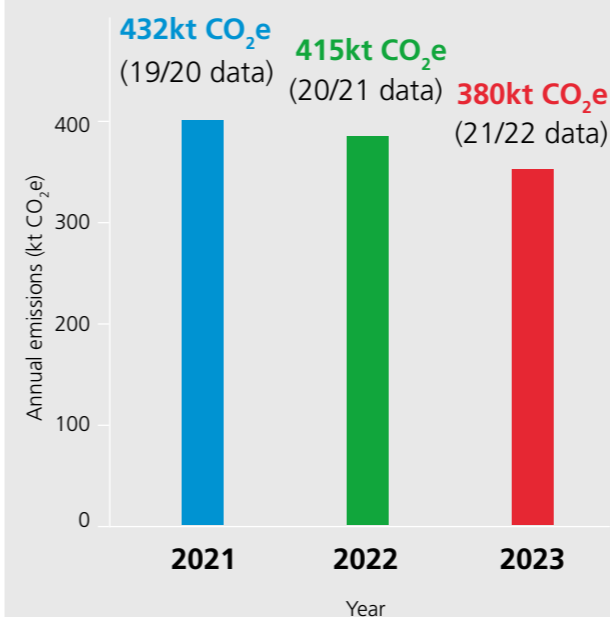
Each year we are improving both the accuracy of data and our understanding of where emissions come from. This allows us to focus resource and funding on projects that have the greatest opportunity to reduce emissions. This year we have taken the additional step of leading on analysing our own data. Due to the lag in available data, analysis for our emission's this year uses data from the 2021/22 financial year.

As a council we have reduced our overall emissions for a third year running. The table below shows our progress since publishing our first Climate Change Strategy in 2021.

Total council emissions



Council emissions over the past three years



The council's scope one and two emissions both showed slight increases overall when compared to data from last year (20/21), increasing to 74kt CO₂e. This was particularly prevalent in relation to schools and leisure centres, which can be attributed to the re-opening of these buildings to the public following restrictions due to the covid pandemic.

Housing remains the council's biggest source of emissions, accounting for 77% of scope one and two. Housing emissions, have however fallen overall for the third year in a row, reducing from 68kt CO₂e last year to 59kt CO₂e.

Overall, the largest source of reduction in the council's own emissions this year relates to scope three, and in particular with what we procure as a borough. This has decreased by over 10% in a year. Scope three emissions still make up the majority of the council's footprint, at 81% of the total, compared to 84% last year. This highlights the opportunity the council has to go further in greening our supply chain and the significant positive impact this can have on our emissions footprint.

Looking ahead to the next year

We have significantly improved the quality of our data collection and analysis this year, relying less on estimated figures.

This will be a continued area of focus in the year ahead. We will also look to bring forward our data analysis, to reduce the lag in reporting.

As well as this, we are also associating specific emissions reductions to actions in the climate action plan. This will allow us to continue to focus our limited resource and funding on those areas that have the most benefit. It will also allow us to highlight the gaps in funding required from the UK Government to help us meet our ambitious and necessary 2030 target, particularly around building retrofit.

Improving the accuracy of how we analyse and reduce scope three emissions will also be a key priority. The data shows the influence the council has through our supply chain, and we will further work with some of our biggest suppliers to reduce the impact of our purchasing decisions. This will include a focus on working more closely with businesses across the borough.

Greener buildings



Leisure centres will be coming back in-house in 2023, with the management of buildings becoming the responsibility of the council. This offers a significant opportunity to improve the efficiency of eight leisure centres and reduce their overall energy use, which has the co-benefit of significant cost savings. While the council was unsuccessful in its bid for Public Sector Decarbonisation Scheme funding for leisure centres, the feasibility work that went into this bid will be used to identify and deliver building upgrades as a priority.

Beyond this we will also set a two-year work programme for retrofit upgrades across offices, libraries and youth centres, targeting the highest emitters with a fabric first approach of upgrades. This approach centres on improvement to the building first, such as walls, windows, roofs and doors, before moving the heat source away from gas.

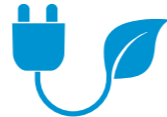
Active and sustainable travel



We are developing a new Fleet Management Strategy, which will be taken to the council's cabinet for approval in late 2023. This strategy will be looking at ways to reduce vehicle ownership and encourage more sustainable travel, such as cargo bikes. With the vehicles that we still need, we will continue to explore options for moving away from petrol and diesel, building on a number of successful trials.

For example, we are working with Veolia on options to procure new electric recycling collection vehicles. While fleet emissions remain a comparatively small amount of total emissions for the council, transport remains a significant emitter borough wide, and the council has an opportunity to show leadership and innovation in this field.

Renewable energy



The roll out of the council's LED programme will continue for the year ahead and will be extended to parks and green spaces across the borough. A lighting update to the BMX track at Burgess Park is also planned and will be funded via the council's climate capital fund.

Our focus will also shift to lighting and energy use in estates as tackling this will be essential to achieving our target of a 50% reduction in operational emissions by 2026.

A circular economy with green jobs



We will agree a new facilities management contract, which will have measures to reduce single use plastics. We will also undertake events and workshops to increase awareness.

Next year, we will continue our work on establishing standards of effective carbon reduction, measurement and management within our contracts and develop proposals around a carbon-neutral aligned procurement policy.

4. BARRIERS TO ACTION

In the Climate Change Strategy, we outlined in detail the scale of the challenges for the borough to become carbon neutral. For all of the progress made in the past twelve months, these challenges remain significant, and their impacts become more profound with each year that passes. This section illustrates how these challenges around funding, resource and behaviour change have continued to affect our ability to match action to the scale of our ambition.

Funding

There continues to be an immense funding gap, which needs to be closed if the council is going to realise our net zero ambition. In 2021, we estimated the capital cost of the Climate Change Strategy to be £3.92 billion. Given the significant increase in inflation since 2021, this funding gap is getting larger, rather than smaller, as costs across the board increase.

We have a significant challenge around funding the upgrades required with our social housing stock. Recently, this was highlighted by challenges over the Social Housing Decarbonisation Fund. After successfully bidding for central government funding to retrofit a group of on-street properties, the level of 'match-funding' required from the council's housing budgets were more than two to one. Ultimately, matching this funding was not viable, when budget allocations are being stretched by other crucial demands for our housing particularly relating to fire safety, addressing damp and mould and ensuring properties are maintained to a liveable standard.

What we're doing

The council is pulling every lever we can to raise more funding for projects to tackle the climate emergency, such as:

- Identifying funding opportunities and working across the council to apply when that money can be well spent to deliver change.
- We have allocated £25 million of capital funding to the climate programme.
- Launching the Green Buildings Fund to distribute funding to internal council retrofit projects. Projects awarded funding include 18 buildings on the Tustin Estate which are set to benefit from energy efficiency and renewable energy upgrades.
- Increasing focus on green finance. Launching Southwark Green Finance is a Council Delivery Plan objective, and the Leader has appointed a Deputy Cabinet Member for Green Finance to lead this work.

£25 MILLION
of capital funding allocated
to the climate programme.



Resources

Whilst capital funding remains a significant challenge in progressing projects, there are also challenges around resources and the expertise needed across the borough to reduce carbon and achieve net zero. The council's wide-ranging actions need to be delivered at pace, but also have to be done alongside other demands. Similarly, if we are to reduce emissions many more people need to be trained in new green jobs to carry out this carbon reduction work.

What we're doing

The climate action plan highlights resource gaps across the programme, as well as highlighting where additional capacity is required for work to start. We are now addressing some of these gaps, through new roles that cover areas where the largest gaps were identified. We already have new project officers in place and are recruiting for further roles in the next few months including roles to maximise external funding opportunities.

At a borough level, we are also working hard to address the skills gap that exists in delivering a green future, through the establishment of the LSBU Green Skills Hub to equip residents with in-demand skills.

Changing behaviours and the cost of living crisis

To deliver our action plan for the whole borough, extensive behaviour change will be needed by stakeholders, businesses and residents across the borough. The last year was marked by a profound crisis in the cost of living for residents and businesses here in Southwark and across the UK. For many residents, this created a challenge which meant that behaviours or decisions influenced by 'moral' drivers, such as climate change, were lower in priority. Equally, financial decisions, like green upgrades to properties for homeowners, became more difficult as inflationary pressures and interest rate rises hit many residents.

What we're doing

The Climate Change Strategy identifies the need to work in partnership with residents, to ensure buy-in and understanding of challenging decisions. To help do this, a new stakeholder plan is being developed, which will be rolled out in the next year.

The council has delivered a programme of work to support residents with the cost of living crisis. The council has also supported residents further by promoting services that tackle fuel poverty such as the Green Doctors and the GLA's Warmer Homes, as well as launching our Greensavers campaign.

FOLLOW OUR PROGRESS NEXT YEAR

Keep up to date with our work by visiting our website www.southwark.gov.uk/climate

From here you can also sign-up for our regular climate newsletter with information about climate events, news, jobs and funding opportunities in the borough.

Go to www.southwark.gov.uk/environment/climate-emergency-sign-up

Theme	Goal	Code	Action	Updated Wording for Action	Status	Phase of Action	Lead Cabinet Member	Director	Work Completed in 2021/22	Work Completed in 2022/23	Previous Milestone
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	New/Existing	The phase the action is in: R&D / Engagement / Implementation / Completed / Closed	Councillor responsible for action	Director accountable for action	The work that has been completed to date on this action	The work that has been completed to date on this action	The key milestone(s) that are approaching for this action
A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	1. Policy is used to improve energy efficiency standards in existing and new buildings	A.1.i	Define options for energy performance standards, Energy Use Intensity targets and policy response to update the Building Regulations 2022	Define options for new planning policy that require better energy performance using energy consumption methodologies through the Early Review of the Southwark Plan	Existing	Research & Design	Cllr Dennis	Stephen Platts	Preparation and adoption of Southwark Plan Policy P70 (Energy).	Implementation of policies through the development management planning process.	Conduct the early review of the Southwark Plan energy policies in relation to energy performance standards.
A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	1. Policy is used to improve energy efficiency standards in existing and new buildings	A.1.ii	Review planning policy to support the retrofitting of heritage buildings to reduce carbon emissions	Review and update planning policy and guidance to support the retrofitting of heritage buildings to reduce carbon emissions	Existing	Research & Design	Cllr Dennis	Stephen Platts	Adopted Heritage Supplementary Planning Document (SPD) with guidance on retrofitting.	Preparation of Climate Change SPD is underway.	Update website with guidance for residents and applicants prior to submitting planning applications and provide guidance to council officers. Draft Climate Change SPD to be adopted.
A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	1. Policy is used to improve energy efficiency standards in existing and new buildings	A.1.iii	Embed building technologies such as green roofs, facades and cool roofs to reduce carbon emissions and improve biodiversity and local air quality		Existing	Research & Design	Cllr Dennis	Stephen Platts	Preparation and adoption of Southwark Plan Policy P59 (Green Infrastructure), P50 (Biodiversity) and P65 (Improving Air Quality). Scoping work of Early Review of Southwark Plan underway.	Implementation of policies through the development management planning process.	Conduct the early review of the Southwark Plan in the context of climate change mitigation and adaptation through environmental policy such as green infrastructure, biodiversity and air quality.

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Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	The key milestone(s) that are approaching for this action	How progress will be measured against the upcoming milestone(s)	How progress will be measured against the upcoming milestone(s)	When will the milestone(s) be complete	When will the milestone(s) be complete	The major risk(s) to the milestone(s) being completed	The cost of completing the upcoming milestone Low - Under £100k Medium: £100k - £1m High: £1m - £10m Very High: Over £10m
A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	1. Policy is used to improve energy efficiency standards in existing and new buildings	A.1.i	Define options for energy performance standards, Energy Use Intensity targets and policy response to update the Building Regulations 2022	Define options for new planning policy that require better energy performance using energy consumption methodologies through the Early Review of the Southwark Plan	Conduct the Early Review of the Southwark Plan retrofit policies and ensure they align with the net carbon zero target by 2030.	Complete the early review of the Southwark Plan energy policies and ensure they align with the net carbon zero target by 2030.	Formal consultation on the Early Review of the Southwark Plan retrofit policies and ensure they align with the net carbon zero target by 2030.	TBC 2024	Jan to March 2025	Resource Timeline	Low
A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	1. Policy is used to improve energy efficiency standards in existing and new buildings	A.1.ii	Review planning policy to support the retrofitting of heritage buildings to reduce carbon emissions	Review and update planning policy and guidance to support the retrofitting of heritage buildings to reduce carbon emissions	Update website with guidance for residents and applicants, prior to submitting planning applications and provide guidance to council officers. Draft Climate Change SPD to be prepared. Conduct the Early Review of the Southwark Plan retrofit policies and ensure they align with the net carbon zero target by 2030. Add guidance in Householder SPD.	Climate Change SPD to go to consultation and then adoption.	Climate Change SPD to go to consultation and then adoption. Formal consultation on the early review of the Southwark Plan retrofit policies and ensure they align with the net carbon zero target by 2030.	2023	2024 for SPDs 2025 for Early Review	Resource Timeline	Low
A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	1. Policy is used to improve energy efficiency standards in existing and new buildings	A.1.iii	Embed building technologies such as green roofs, facades and cool roofs to reduce carbon emissions and improve biodiversity and local air quality		Conduct the Early Review of the Southwark Plan in the context of climate change mitigation and adaptation through environmental policy such as green infrastructure, biodiversity and air quality. Draft Climate Change SPD to be prepared.	Complete the early review of the Southwark Plan in the context of climate change adaptation, biodiversity and air quality.	Climate Change SPD to go to consultation and then adoption. Formal consultation on the Early Review of the Southwark Plan in the context of climate change adaptation, biodiversity and air quality.	TBC 2024	2024 for SPD 2025 for Early Review	Resource Timeline	Low

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A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	1. Policy is used to improve energy efficiency standards in existing and new buildings	A.1.i	Define options for energy performance standards, Energy Use Intensity targets and policy response to update the Building Regulations 2022	Define options for new planning policy that require better energy performance using energy consumption methodologies through the Early Review of the Southwark Plan	Yes	Enabling	
A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	1. Policy is used to improve energy efficiency standards in existing and new buildings	A.1.ii	Review planning policy to support the retrofitting of heritage buildings to reduce carbon emissions	Review and update planning policy and guidance to support the retrofitting of heritage buildings to reduce carbon emissions	Yes	Enabling	
A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	1. Policy is used to improve energy efficiency standards in existing and new buildings	A.1.iii	Embed building technologies such as green roofs, facades and cool roofs to reduce carbon emissions and improve biodiversity and local air quality		Yes	Enabling	

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A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	2. Introduce new stronger planning rules to make sure all new developments meet high green standards	A.2.i	Assess options in the early review of the Southwark Plan for encouraging the use of recycled materials in new development as a means of reducing the embodied carbon of new builds	Adopt new planning policy in the early review of the Southwark Plan for encouraging the use of recycled materials in new development as a means of reducing the embodied carbon of new development	Existing	Research & Design	Clr Dennis	Stephen Platts	Preparation and adoption of Southwark Plan Policy P61 (Reducing Waste). Scoping work of Early Review of Southwark Plan is underway.	Implementation of policies through the development management planning process.	Conduct the early review of Southwark Plan reducing waste policy (P61) in relation to recycled materials to reduce embodied carbon in new build development.
A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	2. Introduce new stronger planning rules to make sure all new developments meet high green standards	A.2.ii	Ensure compliance with planning policies for improved energy efficiency in all new build properties by creating standardised measuring frameworks	Improve energy efficiency in all new major development by adopting standardised measuring frameworks through new planning policy	Existing	Research & Design	Clr Dennis	Stephen Platts	GLA guidance on preparing energy statements has been monitored and the planning application validation checklist is up to date.	Evidence gathering and structure of the document prepared for consultation with officers and member briefing. The Southwark Plan was adopted in February 2022. The policies are being implemented in transitional arrangements and then gradually being adopted fully. Legal templates and monitoring systems are being introduced in order to report back on the implementation of the policies.	Assess measuring frameworks and when they can be used for new developments. Explore how these frameworks can be used to close the performance gap between consented, constructed and in use schemes in the Southwark Plan Early Review.
A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	2. Introduce new stronger planning rules to make sure all new developments meet high green standards	A.2.iv	Adopt a new Southwark carbon price to incentivise onsite carbon reduction in new development (This would form part of Carbon Offset Strategy)		New	Research & Design	Clr Dennis	Stephen Platts		Initial scoping work undertaken by Planning Policy Team. Viability testing is needed	

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A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	2. Introduce new stronger planning rules to make sure all new developments meet high green standards	A.2.i	Assess options in the early review of the Southwark Plan for encouraging the use of recycled materials in new development as a means of reducing the embodied carbon of new builds	Adopt new planning policy in the early review of the Southwark Plan for encouraging the use of recycled materials in new development as a means of reducing the embodied carbon of new development	Conduct the Early Review of Southwark Plan reducing waste policy (P61) in relation to recycled materials to reduce embodied carbon in new build development. Draft Climate Change SPD to be prepared.	Climate Change Supplementary Planning Document to be adopted.	Climate Change SPD to be adopted. Formal consultation on the Early Review of the Southwark Plan.	2023	2024 for SPD 2025 for Early Review	Resource Timeline	Low
A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	2. Introduce new stronger planning rules to make sure all new developments meet high green standards	A.2.ii	Ensure compliance with planning policies for improved energy efficiency in all new build properties by creating standardised measuring frameworks	Improve energy efficiency in all new major development by adopting standardised measuring frameworks through new planning policy	Adopt new policy to ensure energy measuring frameworks can be used to close the performance gap between consented, constructed and in use schemes in the Early Review of the Southwark Plan	Consultation on any new / amended policy through Early Review of New Southwark Plan.	The updated Southwark Plan is adopted by council.	Consultation by 2023 - Missed milestone	Targeted for delivery in subsequent financial years	Technical (change in legislation) Resource Timeline	Low
A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	2. Introduce new stronger planning rules to make sure all new developments meet high green standards	A.2.iv	Adopt a new Southwark carbon price to incentivise onsite carbon reduction in new development (This would form part of Carbon Offset Strategy)		Agree timetable and route for adoption for new price.		Adoption of new Southwark Carbon Price.		Targeted for delivery in subsequent financial years		Low

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A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	2. Introduce new stronger planning rules to make sure all new developments meet high green standards	A.2.i	Assess options in the early review of the Southwark Plan for encouraging the use of recycled materials in new development as a means of reducing the embodied carbon of new builds	Adopt new planning policy in the early review of the Southwark Plan for encouraging the use of recycled materials in new development as a means of reducing the embodied carbon of new development	Yes	Enabling	
A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	2. Introduce new stronger planning rules to make sure all new developments meet high green standards	A.2.ii	Ensure compliance with planning policies for improved energy efficiency in all new build properties by creating standardised measuring frameworks	Improve energy efficiency in all new major development by adopting standardised measuring frameworks through new planning policy	Yes	Enabling	The plan-writing and public consultation milestones for Actions A.2.ii and C.1.iii have been put back so that the timeframes are now consistent with the council's adopted Local Development Scheme (LDS) that was adopted by Cabinet on 18 October 2022.
A. Introduce stronger planning rules to make sure all new developments meet high green standards, in both construction and use	2. Introduce new stronger planning rules to make sure all new developments meet high green standards	A.2.iv	Adopt a new Southwark carbon price to incentivise onsite carbon reduction in new development (This would form part of Carbon Offset Strategy)		Yes	Enabling	

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B. Buildings minimise their carbon emissions and maximise their energy efficiency	1. Guidance and support are made available to improve energy efficiency across the borough	B.1.i	Highlight best practice and leading examples of decarbonised buildings		Existing	Engagement	Clr McAsh	Stephen Platts	Ongoing engagement with developers in Southwark, including through regeneration partnerships. Held an event and on-going conversations with Old Kent Road developers to introduce them to district heating, keep them up-to-date and ensure they are aware of the opportunities of district heating when designing a scheme.		A yearly review will be conducted to identify best practices and leading examples of decarbonised buildings which we can publish online.
B. Buildings minimise their carbon emissions and maximise their energy efficiency	1. Guidance and support are made available to improve energy efficiency across the borough	B.1.ii	Launch a Southwark Green Finance initiative		Existing	Research & Design	Clr McAsh	Chris Page	New action, no work to date.	Scoping paper presented at Lead Member Briefing spring 2023. Feedback received on options to shape concept further. Updated paper with further options available in summer 2023.	Complete a scoping document to identify the objectives and initial steps of Southwark Green Finance initiative project.
B. Buildings minimise their carbon emissions and maximise their energy efficiency	1. Guidance and support are made available to improve energy efficiency across the borough	B.1.v	Establish a free green homes advice service for homeowners to help make homes greener and lower carbon emissions		Existing	Implementation	Clr McAsh	Chris Page	Identified and contacted over 500 homes to inform residents they can access free funding to retrofit their home through the Southwark Council Healthy Homes Scheme and Warmer Homes Scheme.	Green Homes Advice service launched in partnership with London South Bank University's (LSBU) Energy Advice Centre in early 2023 for an initial trial period until July 2023. 30 pieces of advice given to residents as of March 2023.	Scope the key activities of the Green Homes Advice Service and launch service.

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B. Buildings minimise their carbon emissions and maximise their energy efficiency	1. Guidance and support are made available to improve energy efficiency across the borough	B.1.i	Highlight best practice and leading examples of decarbonised buildings		A yearly review will be conducted to identify best practice and leading examples of decarbonised buildings which we can publish online. Progress so far includes the identification of the buildings.	Yearly review for content.		2024		Resource	Low
B. Buildings minimise their carbon emissions and maximise their energy efficiency	1. Guidance and support are made available to improve energy efficiency across the borough	B.1.ii	Launch a Southwark Green Finance initiative		Southwark Green Finance launches.	Scoping document complete and next steps identified.	Options approved.	2023 - Milestone Complete	2024 - New Milestone	Funding	High
B. Buildings minimise their carbon emissions and maximise their energy efficiency	1. Guidance and support are made available to improve energy efficiency across the borough	B.1.v	Establish a free green homes advice service for homeowners to help make homes greener and lower carbon emissions		Confirm options for continued service beyond the trial period with London South Bank University.	Scoping document for Green Homes Advice Service created.	Number of residents given advice.	2023 - Milestone complete	2023 - New milestone	Funding	Medium

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B. Buildings minimise their carbon emissions and maximise their energy efficiency	1. Guidance and support are made available to improve energy efficiency across the borough	B.1.i	Highlight best practice and leading examples of decarbonised buildings		Yes	Enabling	
B. Buildings minimise their carbon emissions and maximise their energy efficiency	1. Guidance and support are made available to improve energy efficiency across the borough	B.1.ii	Launch a Southwark Green Finance initiative		No	Enabling	
B. Buildings minimise their carbon emissions and maximise their energy efficiency	1. Guidance and support are made available to improve energy efficiency across the borough	B.1.v	Establish a free green homes advice service for homeowners to help make homes greener and lower carbon emissions		No	Enabling	

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B. Buildings minimise their carbon emissions and maximise their energy efficiency	2. Residents and businesses improve the energy efficiency of existing buildings	B.2.i	Through the Green Buildings Fund, allocate £2 million for internal capital projects that meet the eligibility criteria by 2024		Existing	Engagement	Cllr McAsh	Chris Page	Administration process of the fund has been completed, the Green Buildings Fund is now accepting applicants for capital projects that meet its criteria around carbon savings and seeking to disperse funds.	First internal council application has successfully secured £700k of funding through the Green Buildings Fund for the retrofit of 18 properties on the Tustin Estate.	Begin to allocate and disperse funds for projects Open the fund to external applicants
B. Buildings minimise their carbon emissions and maximise their energy efficiency	2. Residents and businesses improve the energy efficiency of existing buildings	B.2.iv	Encourage private sector landlords to increase their EPCs to a B or C and enforce minimum energy efficiency standards in private rented sector properties with EPCs of F and below, or those that do not have an EPC		Existing	Implementation	Cllr Dixon-Fyle	Matt Clubb	Enforcing minimum energy efficiency standards through the introduction of new licensing requirements which highlight the requirement for private rented sector properties to have an EPC of E or above.	Awaiting Secretary of State approval to roll out selective licensing scheme ~June 2023. Number of landlords signed up to the gold standard charter - 26 Gold Standard Charter applications have been received, 19 have been refused, 4 have been approved and 3 are being processed. Number of landlords confirmed compliant with minimum energy efficiency standards via licensing - 2,893. Number of successful enforcement actions taken where non-compliant - N/A .	Further roll out of selective licensing scheme to a total of 19 wards. The application is planned for early 2023 subject to approval from Secretary of State (Department for Levelling up, Housing and Communities).
C. Low-carbon technologies and practices are encouraged within the borough's buildings	1. Maximise the use of low-carbon technologies for new and existing homes	C.1.iii	Set policy and share best practice on installing non-gas heating systems in new non-domestic development that is not connected to SELCHP	Adopt new planning policy and guidance and share best practice on installing non-gas heating systems in new non-residential development that is not connected to the SELCHP District Heat Network	Existing	Research & Design	Cllr Dennis	Stephen Platts	New action, no work to date.	Ongoing preparation of the Old Kent Road Area Action Plan. Preparation of the Climate Change SPD. Updated content on planning website to signpost relevant information. Local Development Order (LDO) to be adopted ~June 2023.	Ensure the Old Kent Road Area Action Plan supports knowledge building for developers, and identify what guidance is in scope for a possible Climate Change SPD. Update content on planning website to signpost relevant information.

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B. Buildings minimise their carbon emissions and maximise their energy efficiency	2. Residents and businesses improve the energy efficiency of existing buildings	B.2.i	Through the Green Buildings Fund, allocate £2 million for internal capital projects that meet the eligibility criteria by 2024		Continue to allocate and disperse funds for council projects. Open the fund to external applicants.	Allocate £2 million in funding for Southwark Council capital projects that meet the criteria of the Green Buildings Fund by 2024.		2024		Timeline (difficulty identifying projects that meet funding criteria)	High (£2m)
B. Buildings minimise their carbon emissions and maximise their energy efficiency	2. Residents and businesses improve the energy efficiency of existing buildings	B.2.iv	Encourage private sector landlords to increase their EPCs to a B or C and enforce minimum energy efficiency standards in private rented sector properties with EPCs of F and below, or those that do not have an EPC		Updated milestones to be agreed once Secretary of State approval received. This will be reported in the 2023/24 annual report.	KPI targets will shortly be set for the following milestones: Number of landlords signed up to the gold standard charter. Number of landlords confirmed compliant with minimum energy efficiency standards via licensing. Number of successful enforcement actions taken where non-compliant.		2023		Technical (landlords not signing up to the Gold Standard Charter) Resource (difficulties hiring qualified staff)	Low
C. Low-carbon technologies and practices are encouraged within the borough's buildings	1. Maximise the use of low-carbon technologies for new and existing homes	C.1.iii	Set policy and share best practice on installing non-gas heating systems in new non-domestic development that is not connected to SELCHP	Adopt new planning policy and guidance and share best practice on installing non-gas heating systems in new non-residential development that is not connected to the SELCHP District Heat Network	Ensure the Old Kent Road Area Action Plan supports knowledge building for developers. Prepare guidance in Climate Change SPD. Update content on planning website to signpost relevant information. Local Development Order (LDO) adopted June 2023.	Relevant content to be included in Climate Change and Environment Supplementary Planning Document and Old Kent Road Area Action Plan. Website updated.	Adopt relevant guidance in the Climate Change SPD and new policy in Old Kent Road Area Action Plan. Website updated.	Climate Change SPD adoption 2023 Old Kent Road Area Action Plan adoption 2024 Website updated 2022 Part missed milestone website update	Adoption of SPD 2024. Formal consultation on Old Kent Road Area Action Plan 2023. Adoption date to be confirmed. Website updated 2023.	Resource Timeline	Low

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B. Buildings minimise their carbon emissions and maximise their energy efficiency	2. Residents and businesses improve the energy efficiency of existing buildings	B.2.i	Through the Green Buildings Fund, allocate £2 million for internal capital projects that meet the eligibility criteria by 2024		Yes	Direct	
B. Buildings minimise their carbon emissions and maximise their energy efficiency	2. Residents and businesses improve the energy efficiency of existing buildings	B.2.iv	Encourage private sector landlords to increase their EPCs to a B or C and enforce minimum energy efficiency standards in private rented sector properties with EPCs of F and below, or those that do not have an EPC		Yes	Direct	
C. Low-carbon technologies and practices are encouraged within the borough's buildings	1. Maximise the use of low-carbon technologies for new and existing homes	C.1.iii	Set policy and share best practice on installing non-gas heating systems in new non-domestic development that is not connected to SELCHP	Adopt new planning policy and guidance and share best practice on installing non-gas heating systems in new non-residential development that is not connected to the SELCHP District Heat Network	Partially (with additional resource from Old Kent Road team)	Enabling	The plan-writing and public consultation milestones for Actions A.2.ii and C.1.iii have been put back so that the timeframes are now consistent with the council's adopted Local Development Scheme (LDS) that was adopted by Cabinet on 18 October 2022.

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C. Low-carbon technologies and practices are encouraged within the borough's buildings	1. Maximise the use of low-carbon technologies for new and existing homes	C.1.v	Develop an advocacy campaign calling on national government to provide increased investment in green homes, including changes in taxation (e.g. VAT) to make retrofit more affordable		Existing	Research & Design	Cllr McAsh	Stephen Gaskell	No work to date.		Climate Change and Policy Team to research and develop an active advocacy campaign around Green Homes Investment Funds, which will be online before the end of 2023.
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.i	Carry out energy audits on the largest energy consuming properties in the council's operational portfolio to tailor support and improvements		Existing	Complete	Cllr Cryan	Doreen Forrester-Brown.	A review of all Display Energy Certificate (DEC) ratings for the key operational buildings has been carried out. This audit has been used to inform the targeted carbon reduction works carried out as part of the Public Sector Decarbonisation Scheme delivery and DEC improvement plans in place for all key operational buildings.		Action is now complete.
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.ii	Prioritise energy efficiency improvements and maximise funding for the worst-performing operational council buildings - phase 1, feasibility studies		Existing	Research & Design	Cllr Cryan	Doreen Forrester-Brown.	Initial work on feasibility assessments for projects totalling approximately £8.7m have begun.	Initial work on feasibility assessments for projects totalling £3.5m began in December 2022.	Completion of feasibility studies.
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.iii	Prioritise energy efficiency improvements and maximise funding for the worst-performing operational council buildings - phase 2, funding		Existing	Implementation	Cllr Cryan	Doreen Forrester-Brown.	Applied for around £4.8m funding from the councils Climate Capital Fund to retrofit 5 library sites and 3 children's centres.	Work has started on retrofit measures in Peckham Library and Kingswood Library. £4.8m has been allocated to decarbonising corporate facilities management buildings. An exercise has been completed to identify worst performing buildings. A gateway report will outline how to prioritise buildings accordingly taking into consideration energy performance and estate strategy.	Funding to be confirmed and project started.

Theme	Goal	Code	Action	Updated Wording for Action	New Milestone where required	Previous KPI	New KPI where required	Planned Date for Milestone Completion	New Date for Milestone Completion where required	Major Risks to Milestone	Estimated Cost of Milestone
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	The key milestone(s) that are approaching for this action	How progress will be measured against the upcoming milestone(s)	How progress will be measured against the upcoming milestone(s)	When will the milestone(s) be complete	When will the milestone(s) be complete	The major risk(s) to the milestone(s) being completed	The cost of completing the upcoming milestone Low - Under £100k Medium: £100k - £1m High: £1m - £10m Very High: Over £10m
C. Low-carbon technologies and practices are encouraged within the borough's buildings	1. Maximise the use of low-carbon technologies for new and existing homes	C.1.v	Develop an advocacy campaign calling on national government to provide increased investment in green homes, including changes in taxation (e.g. VAT) to make retrofit more affordable			Launch of advocacy campaign.		2023		Resource	Low
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.i	Carry out energy audits on the largest energy consuming properties in the council's operational portfolio to tailor support and improvements								n/a
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.ii	Prioritise energy efficiency improvements and maximise funding for the worst-performing operational council buildings - phase 1, feasibility studies			Feasibility study complete.		2022 - Missed milestone	2023 - New Milestone	No major risks identified	Low
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.iii	Prioritise energy efficiency improvements and maximise funding for the worst-performing operational council buildings - phase 2, funding		Priority works identified thorough gateway report.	Funding confirmed.	Priority works agreed.	2022 - Milestone complete	2023 - New Milestone	Funding (not confirmed)	Low

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C. Low-carbon technologies and practices are encouraged within the borough's buildings	1. Maximise the use of low-carbon technologies for new and existing homes	C.1.v	Develop an advocacy campaign calling on national government to provide increased investment in green homes, including changes in taxation (e.g. VAT) to make retrofit more affordable		Yes	Enabling	
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.i	Carry out energy audits on the largest energy consuming properties in the council's operational portfolio to tailor support and improvements		Yes	Enabling	
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.ii	Prioritise energy efficiency improvements and maximise funding for the worst-performing operational council buildings - phase 1, feasibility studies		Yes	Enabling	Resource and procurement delays have resulted in feasibility studies commencing later than planned.
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.iii	Prioritise energy efficiency improvements and maximise funding for the worst-performing operational council buildings - phase 2, funding		Yes	Enabling	

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D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.iv	Prioritise energy efficiency improvements and maximise funding for the worst-performing operational council buildings - phase 3 proposed & current works		Existing	Implementation	Cllr Cryan	Doreen Forrester-Brown.	Retrofit work totalling approximately £5m has been completed. This has delivered: <ul style="list-style-type: none"> > Nine sites with air source heat pumps > four sites have had LEDs installed > nine sites have been fitted with solar PV > three sites have received glazing improvements > one site has had insulation upgraded 	Nine non-residential buildings in the operational estate have air source heat pumps to date.	Depending on the outcome of feasibility assessments, projects totalling approximately £8.7m are predicted to be delivered over 2023-24 across 22 sites. This is expected to deliver: <ul style="list-style-type: none"> > twelve air source heat pump schemes > fifteen LED installation schemes > six Solar PV schemes > additional fabric improvement works (which includes two schools)
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.v	Prioritise energy efficiency improvements and maximise funding for the worst-performing council owned schools - phase 1, feasibility studies		Existing	Research & Design	Cllr Ali	Stephen Platts	£25k funding secured for feasibility studies.	Scoping work has taken place to fit an air source heat pump at Tower Bridge Primary School.	£25k to be spent on gaining Display Energy Certificates to Council Schools, this will inform which schools need retrofitting.
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.vi	Prioritise energy efficiency improvements and maximise funding for the worst-performing council owned schools - phase 2, funding bids		Existing	Implementation	Cllr Ali	Stephen Platts	Secured £1.1m in funding to install heat pumps and improve insulation at Crampton and Brunswick schools which will act as a pilot for other schools. Funding bid completed for £25k for collection of outstanding Display Energy Certificates to Council Schools.	Bid submitted to the Low Carbon Skills Fund.	No further work planned at this time.

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D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.iv	Prioritise energy efficiency improvements and maximise funding for the worst-performing operational council buildings - phase 3 proposed & current works			Feasibility studies complete and projects started.		2024		Project management and delivery resources	High (work programme valued at approximately £8.7m)
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.v	Prioritise energy efficiency improvements and maximise funding for the worst-performing council owned schools - phase 1, feasibility studies			Display Energy Certificates obtained.	Display Energy Certificates obtained. Await outcome of funding bid to Low Carbon Skills Fund.	2022 - Milestone Complete	2023	Funding (not confirmed)	Low (£25k)
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.vi	Prioritise energy efficiency improvements and maximise funding for the worst-performing council owned schools - phase 2, funding bids		Await outcome of Low Carbon Skills Fund bid.		Successful funding application.		2023 - New milestone		Low

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D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.iv	Prioritise energy efficiency improvements and maximise funding for the worst-performing operational council buildings - phase 3 proposed & current works		Partially	Direct	
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.v	Prioritise energy efficiency improvements and maximise funding for the worst-performing council owned schools - phase 1, feasibility studies		No (outcome of bid to be confirmed)	Enabling	
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.vi	Prioritise energy efficiency improvements and maximise funding for the worst-performing council owned schools - phase 2, funding bids		N/A	Enabling	

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D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.vii	Prioritise energy efficiency improvements and maximise funding for the worst-performing council owned schools - phase 3 proposed & current works		Existing	Engagement	Cllr Ali	Stephen Platts	Funding allocated to install air source heat pumps and improve building fabric to reduce heat loss at Brunswick Park Primary School Sports hall and Crampton Primary Schools.	Project brief prepared for works to be undertaken.	Internal council approval for procurement strategy for works and services needs to be gained
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.viii	Maximise the opportunity from insourcing Southwark's leisure centres to improve energy efficiency and reduce operational carbon emissions		New	Research & Design	Cllr Rose			A Public Sector Decarbonisation Scheme bid was submitted in October 2022 for £4.5m. The bid was unsuccessful, however, initial feasibility work that was conducted has formed a strong basis for continued works to decarbonise leisure centres as they are moved in house.	
D. Decarbonise operational council buildings	2. Low-carbon technologies and practices in operational council buildings	D.2.viii	Install clearer, safer, greener LED street and estate lighting across the whole borough		Existing	Implementation	Cllr McAsh	Matt Clubb	As of March 2022 approximately 6000 luminaires have been replaced with LED luminaires.	As of March 2023, approximately 7900 luminaires have been replaced with LED luminaires. Additional funding allocated for LED programme to be rolled out to all parks and open spaces.	Completion of current capital LED programme.
D. Decarbonise operational council buildings	2. Low-carbon technologies and practices in operational council buildings	D.2.ix	Halve the council's carbon emissions again by 2026, staying on track to cut emissions from the council's operations and vehicles to net-zero by 2030 - phase 1, data and baselining		Existing	Implementation	Cllr McAsh	Chris Page	Data has been collected that will enable us to measure the current emissions output of operational buildings and allow us to set a baseline to measure progress in future years.	Gas and electricity data consumption has been used to set a carbon baseline for 2021/22. This has allowed us to identify our most carbon intensive buildings across the operational estate.	Calculate baseline level of emissions from operational buildings. Set target emissions level for each year. Work with colleagues to achieve needed yearly reduction in conjunction with the Climate Change Action Plan.

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D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.vii	Prioritise energy efficiency improvements and maximise funding for the worst-performing council owned schools - phase 3 proposed & current works		Commission contractor and works underway.	Project approval granted.	Works start on site.	2022 - Milestone Complete	2024	Timelines Technical (lack of skills availability)	High (£1.1m)
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.viii	Maximise the opportunity from insourcing Southwark's leisure centres to improve energy efficiency and reduce operational carbon emissions		Complete further carbon feasibility assessments to determine priority energy efficiency works.		Programme of retrofit works for leisure centres developed.		2023	Funding Resource	High
D. Decarbonise operational council buildings	2. Low-carbon technologies and practices in operational council buildings	D.2.viii	Install clearer, safer, greener LED street and estate lighting across the whole borough			11,000 luminaires replaced with LEDs.		2026		Technical (delays due to global material shortages)	High (£2.18m)
D. Decarbonise operational council buildings	2. Low-carbon technologies and practices in operational council buildings	D.2.ix	Halve the council's carbon emissions again by 2026, staying on track to cut emissions from the council's operations and vehicles to net-zero by 2030 - phase 1, data and baselining		Set target emissions level for each year. Work with colleagues to achieve needed yearly reduction in conjunction with the Climate Change Action Plan.	Yearly targets set.	Brief colleagues on required emission reductions.	2022 - Complete milestone	2023 - New Milestone	No major risks identified	Low

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D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.vii	Prioritise energy efficiency improvements and maximise funding for the worst-performing council owned schools - phase 3 proposed & current works		Yes	Direct	
D. Decarbonise operational council buildings	1. Reduce energy demand and cut energy waste in operational council buildings	D.1.viii	Maximise the opportunity from insourcing Southwark's leisure centres to improve energy efficiency and reduce operational carbon emissions		No	Direct	
D. Decarbonise operational council buildings	2. Low-carbon technologies and practices in operational council buildings	D.2.viii	Install clearer, safer, greener LED street and estate lighting across the whole borough		Yes	Direct	
D. Decarbonise operational council buildings	2. Low-carbon technologies and practices in operational council buildings	D.2.ix	Halve the council's carbon emissions again by 2026, staying on track to cut emissions from the council's operations and vehicles to net-zero by 2030 - phase 1, data and baselining		Yes	Direct	

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D. Decarbonise operational council buildings	2. Low-carbon technologies and practices in operational council buildings	D.2.x	Halve the council's carbon emissions again by 2026, staying on track to cut emissions from the council's operations and vehicles to net-zero by 2030 - phase 2, buildings strategy.		New	Engagement	Cllr McAsh	Chris Page		Buildings and housing working group established internally to bring together key stakeholders for strategically approaching decarbonisation of council buildings.	
D. Decarbonise operational council buildings	2. Low-carbon technologies and practices in operational council buildings	D.2.viii	Ensure all council buildings are moved to 100% renewable energy tariffs.		Existing	Implementation	Cllr McAsh	Chris Page	All electricity supply for council operational buildings is now from green tariffs.	All meters in buildings will be connected to a green tariff. Limited availability of green gas tariffs is a barrier to progressing this action.	Move all operational building gas across to green tariffs and move non-operational buildings to green electricity tariffs. This means all council energy supplies will be sourced from a green tariffs other than gas for council housing.
D. Decarbonise operational council buildings	3. Guidance and support given to schools and academies to improve energy efficiency and reduce waste	D.3.i	Launch a network of Southwark Let's Go Zero schools to get children and parents involved in action to tackle the climate emergency		Existing	Engagement	Cllr Ali	Chris Page	Letter circulated directly to all Southwark head teachers asking them to sign up to Ashden's Lets Go Zero Campaign, 9 schools have now signed up.	Let's Go Zero is underway, with scoping meeting and terms of reference agreed. 17 schools signed up to date. Terms of reference and membership agreed with schools with two meetings of the Schools Climate Action Network having taken place so far.	Initial scoping meeting to be set up to develop terms of reference for network, with schools already signed up to Lets Go Zero.
E. Decarbonise council housing	1. Raise the energy efficiency of social housing with an EPC rating of D or lower	E.1.i	Prioritise energy efficiency improvements and maximise funding for the worst-performing social housing properties - phase 1, feasibility studies		Existing	Implementation	Cllr Merrill	David Hodgson	Two feasibility studies have been completed. Warmfront have identified properties needing roof insulation. Parity Projects have identified worst performing council homes and costed measures to improve these to EPC C.	We have been offered a £125k grant from the GLA to conduct detailed heat pump and overall heat network feasibility at the Brandon estate. This includes technical and economic business case development and capital grant application tasks.	No further work planned at this time.

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D. Decarbonise operational council buildings	2. Low-carbon technologies and practices in operational council buildings	D.2.x	Halve the council's carbon emissions again by 2026, staying on track to cut emissions from the council's operations and vehicles to net-zero by 2030 - phase 2, buildings strategy.		Publish council buildings decarbonisation strategy defining net zero pathway up to 2030.		Strategy approved.		2024 - New milestone	Resource	Low
D. Decarbonise operational council buildings	2. Low-carbon technologies and practices in operational council buildings	D.2.viii	Ensure all council buildings are moved to 100% renewable energy tariffs.			All council buildings on green energy tariffs except council housing.		2023		Technical (International energy market volatility) Funding (costs set to rise again in April 2024)	Medium (~300k)
D. Decarbonise operational council buildings	3. Guidance and support given to schools and academies to improve energy efficiency and reduce waste	D.3.i	Launch a network of Southwark Let's Go Zero schools to get children and parents involved in action to tackle the climate emergency		Climate Action Schools Network to continue supporting schools in developing climate action plans and getting schools to sign up to Let's Go Zero.	Network to have terms of reference and membership confirmed and the first meeting held.	20 schools signed up to Let's Go Zero and Climate Action Schools meetings taking place every term.	2022 - Milestone Complete	2023 - New Milestone	Timeline Resource	Low
E. Decarbonise council housing	1. Raise the energy efficiency of social housing with an EPC rating of D or lower	E.1.i	Prioritise energy efficiency improvements and maximise funding for the worst-performing social housing properties - phase 1, feasibility studies		Undertake feasibility studies for the Brandon Estate.	n/a	Brandon Estate feasibility assessments complete, expected July 2023		2023 - New Milestone		Medium

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D. Decarbonise operational council buildings	2. Low-carbon technologies and practices in operational council buildings	D.2.x	Halve the council's carbon emissions again by 2026, staying on track to cut emissions from the council's operations and vehicles to net-zero by 2030 - phase 2, buildings strategy.		No	Direct	
D. Decarbonise operational council buildings	2. Low-carbon technologies and practices in operational council buildings	D.2.viii	Ensure all council buildings are moved to 100% renewable energy tariffs.		Partially	Direct	
D. Decarbonise operational council buildings	3. Guidance and support given to schools and academies to improve energy efficiency and reduce waste	D.3.i	Launch a network of Southwark Let's Go Zero schools to get children and parents involved in action to tackle the climate emergency		No	Enabling	
E. Decarbonise council housing	1. Raise the energy efficiency of social housing with an EPC rating of D or lower	E.1.i	Prioritise energy efficiency improvements and maximise funding for the worst-performing social housing properties - phase 1, feasibility studies		Yes	Enabling	

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E. Decarbonise council housing	1. Raise the energy efficiency of social housing with an EPC rating of D or lower	E.1.ii	Prioritise energy efficiency improvements and maximise funding for the worst-performing social housing properties - phase 2, funding bids		Existing	Implementation	Cllr Merrill	David Hodgson	Heat Network Efficiency Scheme - We applied for five separate grants that were successful.	<ul style="list-style-type: none"> > Successful bid submitted for Social Housing Decarbonisation Fund (SHDF) wave 2.1. Project not to be progressed due to match funding requirements (June 23 Update) > Grant funding secured from GLA to explore heat pump and network feasibility on the Brandon Estate. > Bid submitted for ECO4 and ECO+ funding that would fund a range of energy efficiency works including insulation 	Increase in dedicated staffing resource to apply for internal and external funding opportunities including Social Housing Decarbonisation Fund.
E. Decarbonise council housing	1. Raise the energy efficiency of social housing with an EPC rating of D or lower	E.1.iii	Prioritise energy efficiency improvements and maximise funding for the worst-performing social housing properties - phase 3 proposed & current works		Existing	Implementation	Cllr Merrill	David Hodgson	<ul style="list-style-type: none"> > Upgrade to roof insulation in 190 properties, as identified by Warmfront study > Ongoing installation of condensing boilers to replace old inefficient appliances > Ongoing programme to replace old communal ventilation systems > Ongoing programme of installing intelligent LED Lighting 	Further work around solar panel installations has shown that a fabric first approach is needed to the properties where feasibility studies were conducted.	<p>Work will continue to complete roof insulation in all properties identified by Warmfront (additional 500).</p> <p>Window replacement project in street properties to receive £1m of funding through Climate Capital Fund.</p> <p>Further proposals will be made as part of the Social Housing Improvement Plan.</p>
E. Decarbonise council housing	2. Replace gas with low-carbon heat technologies	E.2.i	Carry out initial feasibility and commercialisation assessments with the end goal of increasing the number of homes on the SELCHP network		Existing	Implementation	Cllr Merrill	David Hodgson	Veolia (with Southwark Council support) have secured £16m funding for extension of the heat network.		New heat network project will deliver low carbon affordable heat to over 3,000 Southwark homes on eleven estates and five schools.

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E. Decarbonise council housing	1. Raise the energy efficiency of social housing with an EPC rating of D or lower	E.1.ii	Prioritise energy efficiency improvements and maximise funding for the worst-performing social housing properties - phase 2, funding bids		Align homes decarbonisation with Social Housing Improvement Plan (formerly Asset Management strategy) to progress.	Submit bid for SHDF. Identify and bid on other sources of funding.	Publish Social Housing Improvement Plan including costed emissions reduction pathway. Identify and bid on other sources of funding and implement where funding received.	2022 for bids, activity also ongoing - Milestone Complete	2023 - New Milestone	Resource (limited resource to bid for funding)	Low
E. Decarbonise council housing	1. Raise the energy efficiency of social housing with an EPC rating of D or lower	E.1.iii	Prioritise energy efficiency improvements and maximise funding for the worst-performing social housing properties - phase 3 proposed & current works			Complete roof insulation in properties identified by Warmfront. Complete window replacement project in street properties.	Complete roof insulation in properties identified by Warmfront. Complete window replacement project in street properties.	2022 - Missed Milestone	2024 - New Milestone	Timeline (delays to the Asset Management Strategy)	Very High (approximately £94m to bring up entire stock to EPC C)
E. Decarbonise council housing	2. Replace gas with low-carbon heat technologies	E.2.i	Carry out initial feasibility and commercialisation assessments with the end goal of increasing the number of homes on the SELCHP network			Successful completion of commercialisation and contracts signed.		2023		Resource Technical (commercial agreement not being reached) Technical (resident legal challenge)	High (£16m)

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E. Decarbonise council housing	1. Raise the energy efficiency of social housing with an EPC rating of D or lower	E.1.ii	Prioritise energy efficiency improvements and maximise funding for the worst-performing social housing properties - phase 2, funding bids		Partially	Enabling	
E. Decarbonise council housing	1. Raise the energy efficiency of social housing with an EPC rating of D or lower	E.1.iii	Prioritise energy efficiency improvements and maximise funding for the worst-performing social housing properties - phase 3 proposed & current works		No	Direct	Further proposals will be made as part of the Social Housing Improvement Fund, pending agreement of resident engagement strategy including retrofit consultation.
E. Decarbonise council housing	2. Replace gas with low-carbon heat technologies	E.2.i	Carry out initial feasibility and commercialisation assessments with the end goal of increasing the number of homes on the SELCHP network		Yes	Direct	

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E. Decarbonise council housing	2. Replace gas with low-carbon heat technologies	E.2.ii	Replace gas as a heating source on the Consort, Newington and Wyndham housing estates		Existing	Implementation	Clr Merrill	David Hodgson	Heat pumps on site in three locations - Consort, Newington & Wyndham. Between these three sites, heat will be supplied to 2,175 properties. Consort & Wyndham are more than 95% complete and being commissioned currently.	Heat pumps have now been installed and commissioned in all three locations - Consort, Newington & Wyndham. Between these three sites, heat will be supplied to 2,175 properties.	Commissioning Newington heat pump. Confirming completion of Consort and Wyndham sites.
E. Decarbonise council housing	2. Replace gas with low-carbon heat technologies	E.2.iii	Complete feasibility studies (with input from residents) which will allow every estate in the borough to design plans to move away from gas as an energy source		Strategy	Research & Design	Clr Merrill	David Hodgson	The council has identified its highest priority sites in need of investment and written these into the Heat Networks Strategy Paper.	The council has identified its highest priority sites in need of investment and written these into the Heat Networks Strategy Paper. One feasibility complete, two are underway.	Procurement of ten detailed feasibility studies to set the scope for upcoming major decarbonisation works at high priority estates. Southwark will be consulting with residents as part of the works process.
E. Decarbonise council housing	3. Make all of our future council home projects net zero	E.3.iii	Focus on pilot schemes for low carbon homes which can inform policy, including piloting Southwark's first 'PassivHaus' council homes		Existing	Implementation	Clr Dennis	Stuart Davis	Ann Moss way is being explored as a small pilot scheme and Tustin estate as a mid/large pilot scheme. Achieving passivhaus standard is currently under review, with initial work proving cost prohibitive.	Research and design has commenced to select an appropriate contractor to help embed Passivhaus principles into key stages of the construction process, such as handover and post-occupancy. Further work is ongoing to identify suitable schemes to trial Passivhaus principles.	Identify location, cost scheme and secure funding.
F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.i	Double the number of cycle hangars in the borough to meet a target of 1000 by 2026		Existing	Implementation	Clr McAsh	Matt Clubb	Nearly 500 hangars have been completed as of June 2022.	626 cycle hangars in borough total.	Install 500 more hangars in the borough, doubling the amount of hangars to 1000 in total by 2026.

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E. Decarbonise council housing	2. Replace gas with low-carbon heat technologies	E.2.ii	Replace gas as a heating source on the Consort, Newington and Wyndham housing estates		Final stages of Renewable Heat Incentive (RHI) funding registration.	Confirm the completion of all 3 sites.	Receipt of RHI Certificate for all 3 sites.	2022 - Milestone Complete	2023 - New Milestone	Timeline Technical (heat pumps not achieving performance specification)	High (project capital ~£8m)
E. Decarbonise council housing	2. Replace gas with low-carbon heat technologies	E.2.iii	Complete feasibility studies (with input from residents) which will allow every estate in the borough to design plans to move away from gas as an energy source		Procurement of seven further detailed feasibility studies to set the scope for upcoming major decarbonisation works at high priority estates. Southwark will be consulting with residents as part of the works process.	Feasibility studies complete.		2022 - Missed Milestone	2023 - New Milestone	Resource	Medium (£200k)
E. Decarbonise council housing	3. Make all of our future council home projects net zero	E.3.iii	Focus on pilot schemes for low carbon homes which can inform policy, including piloting Southwark's first 'PassivHaus' council homes			First Passivhaus scheme delivered.		2026		Funding (inflationary build costs)	High
F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.i	Double the number of cycle hangars in the borough to meet a target of 1000 by 2026		Install 374 more hangars in the borough, increasing the amount of hangars to 1000 in total by 2026.	500 hangars delivered in borough.		2026		Technical (delays due to supply chain shortages)	High (£1.28m)

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E. Decarbonise council housing	2. Replace gas with low-carbon heat technologies	E.2.ii	Replace gas as a heating source on the Consort, Newington and Wyndham housing estates		Yes	Direct	
E. Decarbonise council housing	2. Replace gas with low-carbon heat technologies	E.2.iii	Complete feasibility studies (with input from residents) which will allow every estate in the borough to design plans to move away from gas as an energy source		Yes	Enabling	Procurement and resource limitation delayed start to early 2023.
E. Decarbonise council housing	3. Make all of our future council home projects net zero	E.3.iii	Focus on pilot schemes for low carbon homes which can inform policy, including piloting Southwark's first 'PassivHaus' council homes		Partially	Direct	
F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.i	Double the number of cycle hangars in the borough to meet a target of 1000 by 2026		Yes	Direct	

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F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.ii	Assess feasibility of new locations to extend the cycling network		Existing	Engagement	Clr McAsh	Matt Clubb	Borough-wide consultation pre-pandemic on Commonplace to determine best locations for new cycle lanes.	Six new cycling feasibility projects approved by cabinet and completed. Two schemes to be brought forward based on current viability of the schemes.	Identify key locations for upcoming cycle schemes.
F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.iii	Increase cycle network coverage across the borough		Existing	Implementation	Clr McAsh	Matt Clubb	7.25km cycle network increase since 2019.	1.264 km of segregated cycle lanes installed between April 2022 and March 2023. TfL funding approved for cycleway 35 and route 12 which are now in the design stage.	Increase signed cycle coverage by 7km.
F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.iv	Provide free cycle training for residents, including for young people, those with disabilities and cargo bike training		Existing	Implementation	Clr McAsh	Matt Clubb	New action, no work to date.	Free cycle training offered to young people through schools and during school holidays in local parks. Cargo bike training and lessons for disabled cyclists are now available on request. Cycle training advertised on council website and via Cycle Confident.	Commission Cycle Confident for further trainings.
F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.vi	Improve access to walking in the borough and actively promote this as a zero-carbon method of transport		Existing	Implementation	Clr McAsh	Chris Page	Pledge on equal pavements made. 27 new walking maps for schools. £1m allocated to progress this action.	~£500k of this funding is allocated to a Walworth walking project which is in the scoping and design stages.	Deliver the Equal Pavements Pledge, working with older people, those with disabilities and limited mobility to make sure Southwark's streets are accessible for everyone. Complete scoping exercise to determine where best this money could be spent.
F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.vii	Highway design minimises emissions through low-carbon design		Existing	Implementation	Clr McAsh	Matt Clubb	Design options discussed with consultancy.	Initiated carbon working group to drive low carbon designs.	Develop carbon cost tool for use during design of schemes to put a carbon cost against design options.

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F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.ii	Assess feasibility of new locations to extend the cycling network		Consult on two new cycle schemes and get funding for a further feasibility on Borough Rd. Cycling Strategy refreshed. List of schemes approved by cabinet.		TfL funding for new schemes agreed. Refreshed Cycling Strategy signed off by Cabinet.	2022 - Milestone Complete	2023 - New Milestone	Funding	Low (£25k)
F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.iii	Increase cycle network coverage across the borough			Increase signed cycle coverage by 7km.		2025		Funding	High
F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.iv	Provide free cycle training for residents, including for young people, those with disabilities and cargo bike training		Cycle Confident have been commissioned until March 2024. Tender for new cycle training contract March 2024. Cycle training is in place and promoted.	Cycle training is in place and promoted.	Provide cycle training for 3000 children and adults.	2023 - Milestone complete	2024 - New Milestone	Resource Funding	Low
F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.vi	Improve access to walking in the borough and actively promote this as a zero-carbon method of transport			Scoping exercise complete.		2026		Resource	£1m
F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.vii	Highway design minimises emissions through low-carbon design		Implement PAS 2080 - standard for managing carbon in building and infrastructure, looking at whole value chain and carbon reduction through intelligent design, construction and use.	Approval of carbon cost tool.	Highways work begins to embed PAS 2080 and work towards accreditation	2022 - Milestone Complete	2024 - New Milestone	Funding	Medium (£200k)

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F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.ii	Assess feasibility of new locations to extend the cycling network		Yes	Enabling	
F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.iii	Increase cycle network coverage across the borough		No	Direct	
F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.iv	Provide free cycle training for residents, including for young people, those with disabilities and cargo bike training		No	Enabling	
F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.vi	Improve access to walking in the borough and actively promote this as a zero-carbon method of transport		Yes	Direct	
F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.vii	Highway design minimises emissions through low-carbon design		No	Direct	

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F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.viii	Highways contractor minimises emissions through low-carbon construction practices		Existing	Implementation	Cllr McAsh	Matt Clubb	Conway has prepared 'carbon dashboard' of material use for highway schemes, to inform more sustainable options. Also includes building energy use and fleet fuel use.	Carbon baseline monitoring is now complete through the Conway carbon dashboard tool, looking at material use for highway schemes, to inform more sustainable options. Initiated early contractor involvement that considers how contractor plans to reduce operational carbon during construction phase.	Completion of carbon baseline monitoring.
G. Discourage the ownership and use of polluting private cars	1. EV infrastructure is improved across the borough to facilitate more electric vehicles on the road	G.1.i	Deliver 1,000 more electric vehicle charging points by 2026, so there are more in every neighbourhood		Existing	Implementation	Cllr McAsh	Matt Clubb	Installed to date: Rapid (TfL led) - 11 Fast - 17 Lamp post - 367	812 EV charging points installed as of March 2023.	Install 200 EV chargers.
G. Discourage the ownership and use of polluting private cars	1. EV infrastructure is improved across the borough to facilitate more electric vehicles on the road	G.1.ii	Implement a borough-wide strategy for EV infrastructure by 2023, including stakeholder needs (e.g. taxis)		Existing	Implementation	Cllr McAsh	Matt Clubb	Initial research into opportunity for extended EV charging facilities underway.	Consultant appointed to prepare EV Infrastructure Strategy.	EV Infrastructure strategy implemented.
G. Discourage the ownership and use of polluting private cars	2. Electric vehicles are actively incentivised to boost uptake	G.2.iv	Revise parking charges to discourage the use of polluting cars		Existing	Implementation	Cllr McAsh	Matt Clubb	New action, no work to date.	Benchmarking completed, briefing paper presented to cabinet member for consideration	Benchmark fees and charges with other London local authorities.
G. Discourage the ownership and use of polluting private cars	4. Ownership of private cars and behavioural patterns of their use are influenced	G.4.i	Pilot incentives for residents to give up their cars altogether		Existing	Not started	Cllr McAsh	Matt Clubb	New action, no work to date.	This will be within the scope of the Streets for People Strategy which has begun consultation and engagement.	Complete scoping document to identify options to incentivise reduction in car use. This could include interventions such as installing pocket parks and cargo bike storage on streets where residents agree to go car free.
G. Discourage the ownership and use of polluting private cars	4. Ownership of private cars and behavioural patterns of their use are influenced	G.4.iii	Implement borough-wide controlled parking zones (CPZ) coverage		Existing	Implementation	Cllr McAsh	Matt Clubb	63% coverage to date.	63% coverage to date.	94% borough coverage.

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F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.viii	Highways contractor minimises emissions through low-carbon construction practices		Implement PAS 2080 - standard for managing carbon in building and infrastructure, looking at whole value chain and carbon reduction through intelligent design, construction and use.	Verified baseline data included in Metis carbon measuring tool.	Highways work begins to embed PAS 2080 and work towards accreditation	2022 - Milestone Complete	2024 - New Milestone	Funding	Medium (£200k)
G. Discourage the ownership and use of polluting private cars	1. EV infrastructure is improved across the borough to facilitate more electric vehicles on the road	G.1.i	Deliver 1,000 more electric vehicle charging points by 2026, so there are more in every neighbourhood		Install a further 250 EV chargers.	200 EV chargers installed.	250 EV chargers installed.	2023 - Milestone complete	2024 - New Milestone	Technical (delays due to global material shortages)	Medium (£400k)
G. Discourage the ownership and use of polluting private cars	1. EV infrastructure is improved across the borough to facilitate more electric vehicles on the road	G.1.ii	Implement a borough-wide strategy for EV infrastructure by 2023, including stakeholder needs (e.g. taxis)			EV Infrastructure strategy adopted by Council.		2023		Resource	Low
G. Discourage the ownership and use of polluting private cars	2. Electric vehicles are actively incentivised to boost uptake	G.2.iv	Revise parking charges to discourage the use of polluting cars			Revise fees and charges by 2023.		2024		Consultation	Low
G. Discourage the ownership and use of polluting private cars	4. Ownership of private cars and behavioural patterns of their use are influenced	G.4.i	Pilot incentives for residents to give up their cars altogether		Streets for People Strategy to be adopted July 2023. Consultation of delivery plan through 2023/24.	Scoping document complete.	Streets for People Strategy and Action Plan adopted.	2023		Resource	Low
G. Discourage the ownership and use of polluting private cars	4. Ownership of private cars and behavioural patterns of their use are influenced	G.4.iii	Implement borough-wide controlled parking zones (CPZ) coverage		100% of adopted roads by 2024.	94% delivered.	Implement parking controls on all adopted streets across borough by 2024.	2025	2024 - New milestone	Consultation	High

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F. Make walking and cycling easier	1. Infrastructure, building developments, and policy are designed to facilitate walking and cycling	F.1.viii	Highways contractor minimises emissions through low-carbon construction practices		No	Direct	
G. Discourage the ownership and use of polluting private cars	1. EV infrastructure is improved across the borough to facilitate more electric vehicles on the road	G.1.i	Deliver 1,000 more electric vehicle charging points by 2026, so there are more in every neighbourhood		Yes	Direct	
G. Discourage the ownership and use of polluting private cars	1. EV infrastructure is improved across the borough to facilitate more electric vehicles on the road	G.1.ii	Implement a borough-wide strategy for EV infrastructure by 2023, including stakeholder needs (e.g. taxis)		No	Enabling	
G. Discourage the ownership and use of polluting private cars	2. Electric vehicles are actively incentivised to boost uptake	G.2.iv	Revise parking charges to discourage the use of polluting cars		No	Enabling	
G. Discourage the ownership and use of polluting private cars	4. Ownership of private cars and behavioural patterns of their use are influenced	G.4.i	Pilot incentives for residents to give up their cars altogether		No	Enabling	
G. Discourage the ownership and use of polluting private cars	4. Ownership of private cars and behavioural patterns of their use are influenced	G.4.iii	Implement borough-wide controlled parking zones (CPZ) coverage		Yes	Direct	

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G. Discourage the ownership and use of polluting private cars	4. Ownership of private cars and behavioural patterns of their use are influenced	G.4.iv	Introduce measures to ensure that more roads around schools are car-free at the start and end of the school day		Existing	Implementation	Clr McAsh	Matt Clubb	41 schools streets delivered to date Baseline:	23 school streets have been delivered to date. School streets to be rolled out according to level of priority, which is determined by factors such as deprivation levels and air pollution. Statutory consultation took place in December 2022 regarding school streets improvements around 3 additional schools (St Johns/St Clements, Goodrich, James Allen's).	Agree target for expansion of school streets delivery.
H. Improve public transport	1. Accessibility to public transport is improved to increase uptake and inclusivity	H.1.i	Collaborate and lobby transport operators including Transport for London to make bus journeys quicker, more reliable and zero emission		Existing	Engagement	Clr McAsh	Matt Clubb	LIP 22/23 funding bid contains: access to public transport scheme (Denmark Hill) and Peckham bus priority schemes. 4% reduction of kms operated across London. Decrease in frequency in tube, train, buses. TFL consultation planned in June 22.	LIP 22/23 funding bid contained: access to public transport scheme (Denmark Hill) and Peckham bus priority schemes. This work will be continued in 23/24.	Input into TFL consultation to protect existing bus services.
H. Improve public transport	1. Accessibility to public transport is improved to increase uptake and inclusivity	H.1.ii	Campaign for the reopening of Camberwell Station and the extension of the Bakerloo Line		Existing	Engagement	Clr Dennis	Steve Platts	Network Rail South London Thameslink have undertaken long term planning for sector which considers journey time impacts of train route. A business case was complete for Camberwell Station in 2018 and now requires an update.	Letter was sent to the PM to call for a long term funding deal for TfL so that large infrastructure development can be planned. Letter sent to Deputy Mayor Seb Dance referencing the need for Bakerloo Line extension. Leader of the Council, Cllr Williams and Mayor Damien Egan have called on the Government to deliver the Bakerloo Line modernisation and extension through Southwark's Growth Plan.	Meet with Mayor of London team to discuss lobbying opportunities.

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G. Discourage the ownership and use of polluting private cars	4. Ownership of private cars and behavioural patterns of their use are influenced	G.4.iv	Introduce measures to ensure that more roads around schools are car-free at the start and end of the school day		All schools to have a school streets by 2026, where this is not possible provide other measures to create safer and more pleasant environments outside of schools.	Target for expansion of school streets agreed.	School streets or similar measures for all schools in borough.	2022 - Milestone complete	2026 - New milestone	No major risks identified	High (£2.5m)
H. Improve public transport	1. Accessibility to public transport is improved to increase uptake and inclusivity	H.1.i	Collaborate and lobby transport operators including Transport for London to make bus journeys quicker, more reliable and zero emission		Complete bus priority schemes in Peckham, and access to public transport scheme in Denmark Hill.	Retention of existing services.	Complete schemes.	2022 - Milestone Complete	2024 - New Milestone	Funding (TFL funding cuts have already led to bus route reduction)	High
H. Improve public transport	1. Accessibility to public transport is improved to increase uptake and inclusivity	H.1.ii	Campaign for the reopening of Camberwell Station and the extension of the Bakerloo Line		Southwark and Lambeth cabinet officer and comms officer to create a strategy to promote the Bakerloo Line extension.	Joint approach to lobbying national government on this area agreed.	Campaign launched.	2022 - Milestone Complete	2024 - New Milestone	Resource	Low

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G. Discourage the ownership and use of polluting private cars	4. Ownership of private cars and behavioural patterns of their use are influenced	G.4.iv	Introduce measures to ensure that more roads around schools are car-free at the start and end of the school day		Yes	Direct	New target set as part of new Streets for People Strategy
H. Improve public transport	1. Accessibility to public transport is improved to increase uptake and inclusivity	H.1.i	Collaborate and lobby transport operators including Transport for London to make bus journeys quicker, more reliable and zero emission		No	Enabling	
H. Improve public transport	1. Accessibility to public transport is improved to increase uptake and inclusivity	H.1.ii	Campaign for the reopening of Camberwell Station and the extension of the Bakerloo Line		No	Enabling	

Theme	Goal	Code	Action	Updated Wording for Action	Status	Phase of Action	Lead Cabinet Member	Director	Work Completed in 2021/22	Work Completed in 2022/23	Previous Milestone
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H. Improve public transport	1. Accessibility to public transport is improved to increase uptake and inclusivity	H.1.iv	Use our position as a council and through regional bodies that Southwark sits on to lobby the Mayor of London to decarbonise bus and rail networks		Existing	Engagement	Cllr McAsh	Stephen Gaskell	Through our engagement with the (London Councils) Transport and Environment Committee we have discussed the importance of electrifying transport in London with the Mayor (provided by Cllr McAsh).		Meet with Mayor of London team to discuss lobbying opportunities on decarbonising the national grid.
I. Reduce unnecessary journeys	1. Remote working is increased to reduce commutes in the borough	I.1.i	Use the Digital Infrastructure Strategy to facilitate the provision of widespread Wi-Fi and high-speed internet to less-well-connected areas across the borough for remote working		Existing	Implementation	Cllr Cryan	Dionne Lowndes	31,794 homes with access to fibre broadband and 89 free connections to communities halls.	41,400 properties gigabit-enabled and 107 community buildings provided with a free gigabit broadband connection.	Delivering fibre optic broadband to 6000 units including homes, businesses and community centres.
I. Reduce unnecessary journeys	2. Commercial journeys across the borough are influenced and consolidated to be more efficient	I.2.iii	Explore greater use of the Thames for freight and delivering into the borough, minimising impact of polluting vehicles on roads		Existing	Research & Design	Cllr McAsh	Matt Clubb	Freight consolidation has commenced from Dartford, with trials to Butlers Wharf. Actively engaging with Westminster Cross River Partnership which brings together London Boroughs of Hammersmith & Fulham, Islington, Lambeth, Lewisham, Southwark and Wandsworth.	River freight trial from Dartford to Butlers Wharf by CEVA and Guys and St Thomas has been completed. Trial is being undertaken as part the Clean Air Logistics for London (CALL) project receiving goods at Bankside pier and utilising new bookable parking bays.	Collaborate on the Clean Air Logistics for London (CALL) project.

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Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	The key milestone(s) that are approaching for this action	How progress will be measured against the upcoming milestone(s)	How progress will be measured against the upcoming milestone(s)	When will the milestone(s) be complete	When will the milestone(s) be complete	The major risk(s) to the milestone(s) being completed	The cost of completing the upcoming milestone Low - Under £100k Medium: £100k - £1m High: £1m - £10m Very High: Over £10m
H. Improve public transport	1. Accessibility to public transport is improved to increase uptake and inclusivity	H.1.iv	Use our position as a council and through regional bodies that Southwark sits on to lobby the Mayor of London to decarbonise bus and rail networks			Joint approach to lobbying national government on this area agreed.		2022 - Missed milestone	2024 - New milestone	Resource	Low
I. Reduce unnecessary journeys	1. Remote working is increased to reduce commutes in the borough	I.1.i	Use the Digital Infrastructure Strategy to facilitate the provision of widespread Wi-Fi and high-speed internet to less-well-connected areas across the borough for remote working		Delivering fibre optic broadband to 6000 units per annum including homes, businesses and community centre.	Delivery of 6000 new units.	Delivery of 6000 new units per annum	2023 - Milestone complete	2024 - New milestone	No major risks identified	Low
I. Reduce unnecessary journeys	2. Commercial journeys across the borough are influenced and consolidated to be more efficient	I.2.iii	Explore greater use of the Thames for freight and delivering into the borough, minimising impact of polluting vehicles on roads		Involvement in Smarter Greener Logistics (SGL) project with Cross River Partnership. Use CALL project to explore feasibility of a micro hub at Surrey Quays Shopping centre and placement of lockers at South Dock Marina.	Secure funding to support CALL project.	Funds were obtained and Environmental Protection, Highways and Parking Teams have been supporting the CALL project. Secure funding to support Smarter Greener Logistics (SGL) project.	2023 - Milestone complete	2024 - New milestone	Funding	Low

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H. Improve public transport	1. Accessibility to public transport is improved to increase uptake and inclusivity	H.1.iv	Use our position as a council and through regional bodies that Southwark sits on to lobby the Mayor of London to decarbonise bus and rail networks		No	Enabling	Resource - Restructure of team and will confirm how action can be taken forward.
I. Reduce unnecessary journeys	1. Remote working is increased to reduce commutes in the borough	I.1.i	Use the Digital Infrastructure Strategy to facilitate the provision of widespread Wi-Fi and high-speed internet to less-well-connected areas across the borough for remote working		Yes	Enabling	
I. Reduce unnecessary journeys	2. Commercial journeys across the borough are influenced and consolidated to be more efficient	I.2.iii	Explore greater use of the Thames for freight and delivering into the borough, minimising impact of polluting vehicles on roads		No	Direct	

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J. Cut down unnecessary flying & encourage offsetting flight emissions	1. Aviation-based journeys are reduced in frequency to reduce associated carbon emissions	J.1.i	Promote reduction of flights (targeted more at frequent fliers) and promote alternative means of transport (partial rail journeys)		Existing	Not Started	Cllr McAsh	Chris Page	No work to date.		Behaviour change campaign to be run as part of the external affairs strategy.
K. Decarbonise council travel	1. Total number of journeys by staff are reduced in the borough	K.1.i	Support long-term remote working practices for council employees		Existing	Research & Design	Cllr McAsh	Ben Plant	Phased return to workplace.		Develop hybrid working policy.
K. Decarbonise council travel	2. Journeys across the borough are low carbon and efficient	K.2.i	Undertake review of Council staff's commuting and general travel patterns and develop guidance on sustainable travel		Existing	Not Started	Cllr McAsh	Chris Page	Most recent staff survey conducted in 2020.		New survey required as part of Covid return to work.
K. Decarbonise council travel	2. Journeys across the borough are low carbon and efficient	K.2.ii	Launch an internal educational campaign advertising the funding schemes available which subsidise the cost of EV		Existing	Research & Design	Cllr McAsh	Matt Clubb	Initial meeting held with HR to review an example scheme (Cranford EV).		Scoping for salary sacrifice scheme and identify preferred supplier.
K. Decarbonise council travel	3. Decarbonise council owned/rented vehicle fleet	K.3.ii	Identify opportunities for installation of EV charging points on council premises		Existing	Implementation	Cllr McAsh	Matt Clubb	Three chargers have been installed at Tooley St and three have been installed at Queens Road.		Identify new locations as part of EV strategy.

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J. Cut down unnecessary flying & encourage offsetting flight emissions	1. Aviation-based journeys are reduced in frequency to reduce associated carbon emissions	J.1.i	Promote reduction of flights (targeted more at frequent fliers) and promote alternative means of transport (partial rail journeys)		Expanded communications online for residents around avoiding air travel.	Launch of behaviour change campaign.	Update council website to include more effective communication.	2024		No major risks identified	Low
K. Decarbonise council travel	1. Total number of journeys by staff are reduced in the borough	K.1.i	Support long-term remote working practices for council employees			Consult on policy and framework.		2023	2024 - New Milestone	Resource	Low
K. Decarbonise council travel	2. Journeys across the borough are low carbon and efficient	K.2.i	Undertake review of Council staff's commuting and general travel patterns and develop guidance on sustainable travel			Undertake staff travel survey.		2022 - Missed milestone	2024 - New milestone	Timeline	Low
K. Decarbonise council travel	2. Journeys across the borough are low carbon and efficient	K.2.ii	Launch an internal educational campaign advertising the funding schemes available which subsidise the cost of EV		Scheme launched	Agree with HR a preferred scheme that can be adopted by the council.		2023		No major risks identified	Low
K. Decarbonise council travel	3. Decarbonise council owned/rented vehicle fleet	K.3.ii	Identify opportunities for installation of EV charging points on council premises			Publication of EV strategy.		2023		Resource Funding	Low

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J. Cut down unnecessary flying & encourage offsetting flight emissions	1. Aviation-based journeys are reduced in frequency to reduce associated carbon emissions	J.1.i	Promote reduction of flights (targeted more at frequent fliers) and promote alternative means of transport (partial rail journeys)		No	Enabling	
K. Decarbonise council travel	1. Total number of journeys by staff are reduced in the borough	K.1.i	Support long-term remote working practices for council employees		Yes	Enabling	
K. Decarbonise council travel	2. Journeys across the borough are low carbon and efficient	K.2.i	Undertake review of Council staff's commuting and general travel patterns and develop guidance on sustainable travel		Yes	Enabling	Resource constraints within the Climate Change team have not allowed this work to be progressed to date.
K. Decarbonise council travel	2. Journeys across the borough are low carbon and efficient	K.2.ii	Launch an internal educational campaign advertising the funding schemes available which subsidise the cost of EV		Yes	Enabling	
K. Decarbonise council travel	3. Decarbonise council owned/rented vehicle fleet	K.3.ii	Identify opportunities for installation of EV charging points on council premises		No	Enabling	

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K. Decarbonise council travel	3. Decarbonise council owned/rented vehicle fleet	K.3.iii	Design and implement a strategic plan to trial low emissions vehicles into the LGV/HGV fleet (including waste and highways)		Strategy	Implementation	Cllr McAsh	Matt Clubb	Proposal received from Veolia for procurement of 5 electric Recycling Collection Vehicles (eRCVs) - requires funding support from the council.		Proposal under consideration for procurement of 5 electric RCVs by Veolia.
K. Decarbonise council travel	3. Decarbonise council owned/rented vehicle fleet	K.3.iv	Review and update fleet management guidelines to specify that certain vehicles must be Ultra Low Emissions Vehicles (ULEV)		Existing	Implementation	Cllr McAsh	Matt Clubb	Conway are moving fleet to EV where possible, with plant operation also moving to EV.		Increase the number of electric vehicles that are in Council's fleet. Programme of work for the Vehicle Replacement Strategy put to cabinet.
L. Improve local renewable energy infrastructure	1. Increase direct access to renewable energy	L.1.i	Explore feasibility of buying energy for the borough through a Purchase Power Agreement (PPA)		Existing	Research & Design	Cllr McAsh	Chris Page		Initial report commissioned to identify options for developing a PPA.	
L. Improve local renewable energy infrastructure	2. Full access to renewable energy from the national grid	L.2.i	Coordinate with UK Power Networks to highlight what the grid connection and/or reinforcement needs are for the borough		Existing	Research & Design	Cllr McAsh	David Hodgson	Initial meeting with UK Power Networks held in April 2022.	Initial meeting with UK Power Networks held in April 2022. Commenced partnership project with Lambeth and Lewisham to research area wide energy network.	Review of estates to identify internal projects that can be implemented in conjunction with UK Power Networks work programme on the grid.
L. Improve local renewable energy infrastructure	2. Full access to renewable energy from the national grid	L.2.ii	Work with the Mayor of London to lobby government on the transition to a zero-carbon national grid		Existing	Research & Design	Cllr McAsh	Stephen Gaskell	No work to date.	No work to date.	Climate Change and Policy team to meet with Mayor of London team to discuss lobbying opportunities on decarbonising the national grid.
M. Move towards green energy for businesses, residents and other organisations	1. Increase proportion of residents and organisations using renewable energy	M.1.i	Promote financial support that is available for residents and organisation of Southwark that will assist in the installation of renewable technology		Existing	Complete	Cllr McAsh	Chris Page	Planning Policy provide a pre-planning advice service which residents can use to get advice on the installation of renewable technology.	Planning Policy provide a pre-planning advice service which residents can use to get advice on the installation of renewable technology. Council website updated with planning advice on installing renewables.	Update of council website which will allow us to promote information on renewables including financial support.

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K. Decarbonise council travel	3. Decarbonise council owned/rented vehicle fleet	K.3.iii	Design and implement a strategic plan to trial low emissions vehicles into the LGV/HGV fleet (including waste and highways)		Initial work has commenced to adopt new eRCVs for Veolia into the fleet through the council's Climate Change Capital Fund.	Completion and sign off of waste contract deed of variation 2022. ERVs in operation.		2024		Technical (Industry-wide demand increasing which has extended delivery dates)	High (£1.6m: 5 eRCVs)
K. Decarbonise council travel	3. Decarbonise council owned/rented vehicle fleet	K.3.iv	Review and update fleet management guidelines to specify that certain vehicles must be Ultra Low Emissions Vehicles (ULEV)			Incorporate 4 new electric vehicles into the fleet to replace existing hybrids. Adoption of Vehicle Replacement Strategy.		2023		Timeline Consultation	Low
L. Improve local renewable energy infrastructure	1. Increase direct access to renewable energy	L.1.i	Explore feasibility of buying energy for the borough through a Purchase Power Agreement (PPA)		Engage with other London authorities to assess possibility of a collaborative PPA .		Meeting with other London boroughs to progress.		2023 - New Milestone	Technical - Needs buy in from other London boroughs to progress Funding	Low
L. Improve local renewable energy infrastructure	2. Full access to renewable energy from the national grid	L.2.i	Coordinate with UK Power Networks to highlight what the grid connection and/or reinforcement needs are for the borough		Deliver Energy Networks feasibility project with Lambeth and Lewisham, to highlight work needed to ensure grid can cope with increased electrification. This work includes UKPN as a stakeholder.	Review of suitable estates for future projects.	Completion of feasibility project.	2022 - Milestone Complete	2023 - New Milestone	Resource	Low
L. Improve local renewable energy infrastructure	2. Full access to renewable energy from the national grid	L.2.ii	Work with the Mayor of London to lobby government on the transition to a zero-carbon national grid		Identify opportunities to support the Mayor of London in lobbying national government.	Joint approach to lobbying national government on this area agreed.		2022 - Missed milestone	2023 - New Milestone	Resource	low
M. Move towards green energy for businesses, residents and other organisations	1. Increase proportion of residents and organisations using renewable energy	M.1.i	Promote financial support that is available for residents and organisation of Southwark that will assist in the installation of renewable technology		Action Complete. Further advice to be offered through the development of the Green Homes Advice Service. Action B.1.v.	Update of council website.	Update of council website - Complete.	2022 - Milestone Complete		Resource	Low

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K. Decarbonise council travel	3. Decarbonise council owned/rented vehicle fleet	K.3.iii	Design and implement a strategic plan to trial low emissions vehicles into the LGV/HGV fleet (including waste and highways)		Yes	Direct	
K. Decarbonise council travel	3. Decarbonise council owned/rented vehicle fleet	K.3.iv	Review and update fleet management guidelines to specify that certain vehicles must be Ultra Low Emissions Vehicles (ULEV)		Yes	Enabling	
L. Improve local renewable energy infrastructure	1. Increase direct access to renewable energy	L.1.i	Explore feasibility of buying energy for the borough through a Purchase Power Agreement (PPA)		Yes	Direct	
L. Improve local renewable energy infrastructure	2. Full access to renewable energy from the national grid	L.2.i	Coordinate with UK Power Networks to highlight what the grid connection and/or reinforcement needs are for the borough		Yes	Enabling	
L. Improve local renewable energy infrastructure	2. Full access to renewable energy from the national grid	L.2.ii	Work with the Mayor of London to lobby government on the transition to a zero-carbon national grid		Yes	Enabling	Resource - Restructure of team will confirm how action can be taken forward.
M. Move towards green energy for businesses, residents and other organisations	1. Increase proportion of residents and organisations using renewable energy	M.1.i	Promote financial support that is available for residents and organisation of Southwark that will assist in the installation of renewable technology		Yes	Enabling	

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M. Move towards green energy for businesses, residents and other organisations	3. Installations of renewables are prioritised and encouraged by council policy	M.3.iv	Explore increased support for renewables through the Early Review of the Southwark Plan	Explore increased support for renewables through the Early Review of the Southwark Plan and through Development Management processes	Existing	Research & Design	Cllr Dennis	Stephen Platts	Southwark Plan 2022 adopted including Policy P70 Energy. Free of Charge pre-app service for residents. Quicker planning decision for 'green' householder applications.	Southwark Plan 2022 adopted including Policy P70 Energy. Free of Charge pre-app service for residents. Quicker planning decision for 'green' householder applications.	Conduct the Early Review of the Southwark Plan. Prepare guidance in Climate Change SPD.
N. Tackle fuel poverty by promoting and providing accessible energy alternatives	2. Promote community renewable technology projects	N.2.i	Support community energy projects where a demonstrable carbon saving can be made		Existing	Implementation	Cllr McAsh	Chris Page	£400k of funding for community energy projects has been secured from Southwark Council. Cllr McAsh provided letter of support for to SE24 and South East London Community Energy CO-OP to bid to GLA's local community energy fund.	£400k of funding for community energy projects has been secured from Southwark Council. Cllr McAsh provided letter of support for SE24 and South East London Community Energy CO-OP to bid to GLA's local community energy fund. Scoping work has commenced and baselining against other local authorities.	Working group to be set up to scope potential community energy projects in the borough.
O. Reduce energy demand and cut energy waste	1. Shift to low carbon and energy efficient appliances	O.1.i	Provide guidance and support to residents and businesses on low carbon energy efficiency through creation of an Energy Savers Service		Existing	Implementation	Cllr Cryan	Clive Palfreyman	No work to date.	The service has now launched and as of March 2023 more than three hundred residents had received one-to-one energy advice from the new service with more receiving advice at community-based and other outreach events. The average financial gain for all those receiving one-to-one advice from Southwark Energy Savers is more than £124.	Scope out the creation of an Energy Savers Forum which will offer advice to residents and business on how to reduce energy use and retrofit buildings.

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M. Move towards green energy for businesses, residents and other organisations	3. Installations of renewables are prioritised and encouraged by council policy	M.3.iv	Explore increased support for renewables through the Early Review of the Southwark Plan	Explore increased support for renewables through the Early Review of the Southwark Plan and through Development Management processes		Climate Change Supplementary Planning Document to be adopted. Consult on and adopt the early review of the Southwark Plan.		June 2023 for Regulation 18 public consultation	2024 for SPD 2025 for consultation on Early Review	Technical (legislation changes) Resource Timeline	Low
N. Tackle fuel poverty by promoting and providing accessible energy alternatives	2. Promote community renewable technology projects	N.2.i	Support community energy projects where a demonstrable carbon saving can be made		Launch Southwark Community Energy Fund to the public.		Southwark Community Energy Fund launched.	2023		Timeline	Low
O. Reduce energy demand and cut energy waste	1. Shift to low carbon and energy efficient appliances	O.1.i	Provide guidance and support to residents and businesses on low carbon energy efficiency through creation of an Energy Savers Service		Number of residents supported through Energy Savers Service.		Service Launched. Track number of households supported through the service.	2023		Resource	Low

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M. Move towards green energy for businesses, residents and other organisations	3. Installations of renewables are prioritised and encouraged by council policy	M.3.iv	Explore increased support for renewables through the Early Review of the Southwark Plan	Explore increased support for renewables through the Early Review of the Southwark Plan and through Development Management processes	Yes	Enabling	
N. Tackle fuel poverty by promoting and providing accessible energy alternatives	2. Promote community renewable technology projects	N.2.i	Support community energy projects where a demonstrable carbon saving can be made		No	Enabling	
O. Reduce energy demand and cut energy waste	1. Shift to low carbon and energy efficient appliances	O.1.i	Provide guidance and support to residents and businesses on low carbon energy efficiency through creation of an Energy Savers Service		No	Enabling	

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P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.i	Prioritise solar panel installation and maximise project funding for social housing properties - phase 1, feasibility studies		Existing	Research & Design	Cllr Merrill	David Hodgson	Feasibility studies have started for eight council housing blocks.	Feasibility studies have been completed for ten council housing blocks.	Completion of ten feasibility studies.
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.iii	Prioritise solar panel installation and maximise project funding for social housing properties - phase 3 proposed & current works		Existing	Research & Design	Cllr Merrill	David Hodgson	New action, no work to date.	Further work around solar panel installations has shown that a fabric first approach is needed to the properties where feasibility studies were conducted.	If Lead Member Briefing is accepted, two solar projects at two locations will begin.
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.iv	Prioritise solar panel installation and maximise project funding for operational council buildings - phase 1, feasibility studies		Existing	Implementation	Cllr Cryan	David Hodgson	Initial work on feasibility assessments for six solar PV projects.		Completion of feasibility studies.
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.v	Prioritise solar panel installation and maximise project funding for operational council buildings - phase 2, funding bids		Existing	Implementation	Cllr McAsh	David Hodgson	Applied for approximately £4.8m from the councils Climate Capital Fund to retrofit five library sites which would include the addition of solar PV.	Solar panels installed at a range of buildings including Nunhead Library and Dulwich Library.	Funding to be confirmed and project started.

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P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.i	Prioritise solar panel installation and maximise project funding for social housing properties - phase 1, feasibility studies		No further work planned at this time.	Completion of ten feasibility studies.		2022 - Milestone complete		Technical (proposal not accepted by senior officers or residents) Timeline (procurement) Funding	Medium (£500k)
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.iii	Prioritise solar panel installation and maximise project funding for social housing properties - phase 3 proposed & current works		Identify funding to progress solar pilot at Lucy Brown sheltered housing unit.	Lead member briefing accepted.	Align approach to council homes solar panels with Social Housing Improvement Plan. Complete fully costed plan for implementation of solar works at Lucy Brown sheltered housing unit.	2022 - Milestone missed	Updated milestone: 2024	Technical (suitability of solar installation in certain properties) Resource	Medium
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.iv	Prioritise solar panel installation and maximise project funding for operational council buildings - phase 1, feasibility studies			Feasibility study complete.		2023		No major risks identified	Low
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.v	Prioritise solar panel installation and maximise project funding for operational council buildings - phase 2, funding bids		Projects to commence on site.	Funding confirmed.	Completion of Peckham Library and Kingswood Library projects.	2022 - Milestone complete	2023 - New Milestone	Funding (not confirmed)	Low

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Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	The status of funding for this milestone	How carbon will be saved by an action Enabling: those actions that lead to an indirect carbon saving Direct: those actions that lead to a direct carbon saving	Reason for missed milestone
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.i	Prioritise solar panel installation and maximise project funding for social housing properties - phase 1, feasibility studies		TBC	Enabling	
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.iii	Prioritise solar panel installation and maximise project funding for social housing properties - phase 3 proposed & current works		TBC	Direct	Technical and funding - Not suitable to install solar panels without fabric first approach, especially with issues of damp and mould. Additional funding will be required to make internal upgrades to homes before fitting solar panels
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.iv	Prioritise solar panel installation and maximise project funding for operational council buildings - phase 1, feasibility studies		Yes	Enabling	
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.v	Prioritise solar panel installation and maximise project funding for operational council buildings - phase 2, funding bids		Yes	Enabling	

Theme	Goal	Code	Action	Updated Wording for Action	Status	Phase of Action	Lead Cabinet Member	Director	Work Completed in 2021/22	Work Completed in 2022/23	Previous Milestone
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	New/Existing	The phase the action is in: R&D / Engagement / Implementation / Completed / Closed	Councillor responsible for action	Director accountable for action	The work that has been completed to date on this action	The work that has been completed to date on this action	The key milestone(s) that are approaching for this action
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.vi	Prioritise solar panel installation and maximise project funding for operational council buildings - phase 3, proposed & current works		Existing	Implementation	Cllr McAsh	David Hodgson	Rooftop PV installed at eight sites so far which are forecast to reduce emissions by 6.5 tonnes.	Rooftop PV installed at ten sites so far.	Subject to feasibility studies being completed, six solar PV schemes are planned.
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.vii	Prioritise solar panel installation and maximise project funding for council owned schools - phase 1, feasibility studies		Existing	Research & Design	Cllr Ali	Stephen Platts	New action, no work to date.	No work to date.	Feasibility studies to be carried out for pilot studies at Crampton and Brunswick Park primary schools.
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.viii	Prioritise solar panel installation and maximise project funding for council owned schools - phase 2, funding bids		Existing	Implementation	Cllr Ali	Stephen Platts	New action, no work to date.	Funding allocated to fit solar panels with community energy company SE24 at Goodrich Primary School.	The Council will bid for Salix funding for Heat Decarbonisation Plans to be carried out at all eligible schools.
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.x	Progress the feasibility of a borough solar panel park		Existing	Research & Design	Cllr McAsh	Stephen Platts	Two initial consultations suggested the identified site for a solar farm was not commercially viable due to significant issues in connecting the proposed site to the grid. This is being reviewed due to increases in electricity prices that may make this site more viable.	Viability work is underway.	Completion of viability assessment.

APPENDIX 2

Theme	Goal	Code	Action	Updated Wording for Action	New Milestone where required	Previous KPI	New KPI where required	Planned Date for Milestone Completion	New Date for Milestone Completion where required	Major Risks to Milestone	Estimated Cost of Milestone
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	The key milestone(s) that are approaching for this action	How progress will be measured against the upcoming milestone(s)	How progress will be measured against the upcoming milestone(s)	When will the milestone(s) be complete	When will the milestone(s) be complete	The major risk(s) to the milestone(s) being completed	The cost of completing the upcoming milestone Low - Under £100k Medium: £100k - £1m High: £1m - £10m Very High: Over £10m
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.vi	Prioritise solar panel installation and maximise project funding for operational council buildings - phase 3, proposed & current works		Subject to feasibility, a further three offices will have solar PV by 2026.			2023	2026	Feasibility study to be completed	High
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.vii	Prioritise solar panel installation and maximise project funding for council owned schools - phase 1, feasibility studies			PV feasibility study complete.		2023		Technical (lack of skills availability)	Low
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.viii	Prioritise solar panel installation and maximise project funding for council owned schools - phase 2, funding bids		Work with SE24 to support other solar panel projects in council schools.	Funding bid submitted and accepted.	SE24 solar panel works underway.	2022 - Milestone completed	2024 - New Milestone	No major risks identified	Low
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.x	Progress the feasibility of a borough solar panel park			Viability assessment complete.		2023		Technical (issues connecting to the National Grid) Resource	Low

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P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.vi	Prioritise solar panel installation and maximise project funding for operational council buildings - phase 3, proposed & current works		No	Direct	
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.vii	Prioritise solar panel installation and maximise project funding for council owned schools - phase 1, feasibility studies		Yes	Enabling	
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.viii	Prioritise solar panel installation and maximise project funding for council owned schools - phase 2, funding bids		Yes	Enabling	
P. Boost renewable energy	1. Solar PV capacity is maximised in the borough	P.1.x	Progress the feasibility of a borough solar panel park		Yes	Enabling	

Theme	Goal	Code	Action	Updated Wording for Action	Status	Phase of Action	Lead Cabinet Member	Director	Work Completed in 2021/22	Work Completed in 2022/23	Previous Milestone
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	New/Existing	The phase the action is in: R&D / Engagement / Implementation / Completed / Closed	Councillor responsible for action	Director accountable for action	The work that has been completed to date on this action	The work that has been completed to date on this action	The key milestone(s) that are approaching for this action
Q. Move toward a more circular economy	1. Households are supported to reduce consumption, improve rates of reuse and improve rates of recycling & waste collection	Q.1.i	Partner with and invest in community groups to develop sharing / circular economy		Existing	Implementation	Cllr McAsh	Chris Page	Funding Agreement with Library of Things has been agreed with the launch anticipated in early 2023.	Library of Things contract was signed and location for the kiosk at Canada Water library agreed, with installation completing in June 2023.	Public launch of the Library of Things.
Q. Move toward a more circular economy	1. Households are supported to reduce consumption, improve rates of reuse and improve rates of recycling & waste collection	Q.1.ii	Support for residents on removing barriers to improving recycling in areas with low rates		Existing	Implementation	Cllr McAsh	Chris Page	New waste facilities installed or in progress by Housing team on 4 estates to provide increased storage for recycling (Brandon, Elmington, Rockingham, Friary).	Waste Management Strategy Extension was approved by cabinet in March 2023 which sets out priorities up to 2025. A government mandate around extending food waste recycling facilities so work is currently being undertaken to plan for this on estates in Southwark.	Agree communication and policy approach as part of the review of the Recycling Action Plan.
Q. Move toward a more circular economy	1. Households are supported to reduce consumption, improve rates of reuse and improve rates of recycling & waste collection	Q.1.iii	Increase percentage of waste recycled, ensuring that Southwark has one of the highest rates in inner London		Existing	Implementation	Cllr McAsh	Matt Clubb	New waste facilities installed or in progress by Housing team on four estates to provide increased storage for recycling (Brandon, Elmington, Rockingham, Friary).	32% of waste recycled, below 36% target.	
Q. Move toward a more circular economy	1. Households are supported to reduce consumption, improve rates of reuse and improve rates of recycling & waste collection	Q.1.iv	Reduce amount of waste sent to landfill		Existing	Implementation	Cllr McAsh	Matt Clubb	Food waste collections for blocks of flats extended to 2,000 additional properties.	99.66% of waste not going to landfill. The details of the new government requirements for food waste have not been published and are expected to be delayed until May 2023. However, following initial discussion with the current contractor, the council is developing plans to roll out food waste collections to all properties in Southwark.	Maintain current landfill rate at below 2%.

Theme	Goal	Code	Action	Updated Wording for Action	New Milestone where required	Previous KPI	New KPI where required	Planned Date for Milestone Completion	New Date for Milestone Completion where required	Major Risks to Milestone	Estimated Cost of Milestone
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	The key milestone(s) that are approaching for this action	How progress will be measured against the upcoming milestone(s)	How progress will be measured against the upcoming milestone(s)	When will the milestone(s) be complete	When will the milestone(s) be complete	The major risk(s) to the milestone(s) being completed	The cost of completing the upcoming milestone Low - Under £100k Medium: £100k - £1m High: £1m - £10m Very High: Over £10m
Q. Move toward a more circular economy	1. Households are supported to reduce consumption, improve rates of reuse and improve rates of recycling & waste collection	Q.1.i	Partner with and invest in community groups to develop sharing / circular economy		Public launch of the Library of Things.	Library of Things opens to the public.	Library of Things opens to the public in July 2023.	2023		No major risks identified	Low (£63k: Two year installation and maintenance)
Q. Move toward a more circular economy	1. Households are supported to reduce consumption, improve rates of reuse and improve rates of recycling & waste collection	Q.1.ii	Support for residents on removing barriers to improving recycling in areas with low rates		Delivery of communications agreed through the Waste Management Strategy Extension.	Comms/policy approach developed and approved by October 2022 as part of the review of the Recycling Action Plan.	> Survey of all blocks and estates to identify where more recycling capacity is needed > Engaging with managing agents of communal properties to improve service capacity	2022 - Complete milestone	Updated milestone: 2024	Resource (needs dedicated communications resource for waste within the council) Funding	Low
Q. Move toward a more circular economy	1. Households are supported to reduce consumption, improve rates of reuse and improve rates of recycling & waste collection	Q.1.iii	Increase percentage of waste recycled, ensuring that Southwark has one of the highest rates in inner London		Delivery of communications agreed through the Waste Management Strategy Extension.	Recycling Action Plan updated and approved by October 2022.	> Survey of all blocks and estates to identify where more recycling capacity is needed > Engaging with managing agents of communal properties to improve service capacity	2022 - Missed milestone	Updated milestone: 2023	Resource	High
Q. Move toward a more circular economy	1. Households are supported to reduce consumption, improve rates of reuse and improve rates of recycling & waste collection	Q.1.iv	Reduce amount of waste sent to landfill		An initial food waste plan to extend food waste provision to all households in Southwark.	Landfill rate stays below 2%.	Delivery of food waste plan commences.	Ongoing	Updated milestone: 2023	Technical (limited market value for recycling certain materials) Funding (subject to rollout of government funding)	High

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Q. Move toward a more circular economy	1. Households are supported to reduce consumption, improve rates of reuse and improve rates of recycling & waste collection	Q.1.i	Partner with and invest in community groups to develop sharing / circular economy		Yes	Enabling	
Q. Move toward a more circular economy	1. Households are supported to reduce consumption, improve rates of reuse and improve rates of recycling & waste collection	Q.1.ii	Support for residents on removing barriers to improving recycling in areas with low rates		No	Enabling	
Q. Move toward a more circular economy	1. Households are supported to reduce consumption, improve rates of reuse and improve rates of recycling & waste collection	Q.1.iii	Increase percentage of waste recycled, ensuring that Southwark has one of the highest rates in inner London		Partially	Direct	Delay in getting the Waste Management Strategy Extension to Cabinet which incorporates Veolia's Recycling Action Plan. A new approach to strategic work around waste is commencing later in 2023
Q. Move toward a more circular economy	1. Households are supported to reduce consumption, improve rates of reuse and improve rates of recycling & waste collection	Q.1.iv	Reduce amount of waste sent to landfill		Partially	Direct	

Theme	Goal	Code	Action	Updated Wording for Action	Status	Phase of Action	Lead Cabinet Member	Director	Work Completed in 2021/22	Work Completed in 2022/23	Previous Milestone
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Q. Move toward a more circular economy	2. Drive behaviour change in Southwark's businesses to reduce consumption	Q.2.ii	Explore development of Recycling Reward Schemes which would incentivise commercial sites and workplaces based on the amount of waste they avoid throwing away		Existing	Research & Design	Cllr McAsh	Chris Page	Monthly communications meetings with Veolia.	Explore opportunities through stakeholder networks.	Review national and local strategies that exist as part of scoping document.
R. Support more sustainable diets	1. Consumption patterns of diets in the borough are more sustainable	R.1.i	Deliver public campaigns to encourage people to adopt a more climate-friendly diet		Existing	Implementation	Cllr Akoto	Sangeeta Leahy	The Council have explored the integration of climate friendly agenda with nutritional recommendations and held a workshop on Planetary Health Diet for Council and SFAA members looking at recent evidence for health impacts. Discussions have taken place to see if we can work with anchor institutions to integrate this into discussions on procurement.	Sustainable Food Strategy (SFS) and Right to Food approved at Cabinet in June 2023. The team will now start developing Sustainable Food Action Plan.	The approach for a campaign will be considered within council's upcoming Sustainable Food Action Plan.
R. Support more sustainable diets	1. Consumption patterns of diets in the borough are more sustainable	R.1.iii	Set up a campaign to encourage commercial caterers, including those in workplaces, to provide less meat and dairy catering		Existing	Implementation	Cllr Akoto	Sangeeta Leahy	Council Public Health team have explored initial options with Sustain. The School Meal Transformation programme will introduce more climate friendly school food menus in 2023/24, embedding weekly meat free days and daily options for vegetarians and vegans in all schools.	Sustainable Food Strategy (SFS) and Right to Food approved at Cabinet in June 2023. The team will now start developing Sustainable Food Action Plan.	Approach to campaign to be developed within council's upcoming Sustainable Food Action Plan.

Theme	Goal	Code	Action	Updated Wording for Action	New Milestone where required	Previous KPI	New KPI where required	Planned Date for Milestone Completion	New Date for Milestone Completion where required	Major Risks to Milestone	Estimated Cost of Milestone
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	The key milestone(s) that are approaching for this action	How progress will be measured against the upcoming milestone(s)	How progress will be measured against the upcoming milestone(s)	When will the milestone(s) be complete	When will the milestone(s) be complete	The major risk(s) to the milestone(s) being completed	The cost of completing the upcoming milestone Low - Under £100k Medium: £100k - £1m High: £1m - £10m Very High: Over £10m
Q. Move toward a more circular economy	2. Drive behaviour change in Southwark's businesses to reduce consumption	Q.2.ii	Explore development of Recycling Reward Schemes which would incentivise commercial sites and workplaces based on the amount of waste they avoid throwing away			Complete scoping document.		2022 - Missed milestone	2023 - updated milestone	Resource	Low
R. Support more sustainable diets	1. Consumption patterns of diets in the borough are more sustainable	R.1.i	Deliver public campaigns to encourage people to adopt a more climate-friendly diet			Sustainable Food Strategy published.	Sustainable Food Strategy, Right to Food Action Plan and Sustainable Food Action Plan iare published.	2022 - Complete milestone	2023 - updated milestone	Resource Funding	Low
R. Support more sustainable diets	1. Consumption patterns of diets in the borough are more sustainable	R.1.iii	Set up a campaign to encourage commercial caterers, including those in workplaces, to provide less meat and dairy catering			Sustainable Food Strategy published.	>Deliver the school meal transformation programme which would include have a meat free day once per week and daily options for vegetarian and vegan meals >Pilot the effectiveness of place-based buy-local campaigns	2022 - Complete milestone	2023 - updated milestone	Resource Funding	Low

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Q. Move toward a more circular economy	2. Drive behaviour change in Southwark's businesses to reduce consumption	Q.2.ii	Explore development of Recycling Reward Schemes which would incentivise commercial sites and workplaces based on the amount of waste they avoid throwing away		No	Direct	Resource constraints have not allowed this work to progress to date.
R. Support more sustainable diets	1. Consumption patterns of diets in the borough are more sustainable	R.1.i	Deliver public campaigns to encourage people to adopt a more climate-friendly diet		No	Enabling	
R. Support more sustainable diets	1. Consumption patterns of diets in the borough are more sustainable	R.1.iii	Set up a campaign to encourage commercial caterers, including those in workplaces, to provide less meat and dairy catering		No	Enabling	

Theme	Goal	Code	Action	Updated Wording for Action	Status	Phase of Action	Lead Cabinet Member	Director	Work Completed in 2021/22	Work Completed in 2022/23	Previous Milestone
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	New/Existing	The phase the action is in: R&D / Engagement / Implementation / Completed / Closed	Councillor responsible for action	Director accountable for action	The work that has been completed to date on this action	The work that has been completed to date on this action	The key milestone(s) that are approaching for this action
R. Support more sustainable diets	2. Waste from food consumption is decreased	R.2.ii	Organise a food waste campaign using community growing projects, education in schools and working with caterers, retail and hospitality		Existing	Engagement / Implementation	Cllr Akoto	Chris Page	Hubbub commissioned to support development of several community fridges in the borough with the aim of encouraging their local community and partners to support the food waste reduction agenda	Waste Team signed up for London-wide food waste campaign aimed to minimise food waste, promote effective food purchasing and sustainable diet. One-bag-a-week campaign for residual waste reduction started in January 2023.	Agree communications and policy approach.
R. Support more sustainable diets	2. Waste from food consumption is decreased	R.2.iii	Expand networks facilitating the donation of edible surplus food, such as the Southwark Food Action Alliance (SFAA)		Existing	Implementation	Cllr Akoto / Cllr Cryan	Sangeeta Leahy	Five community fridges up and running. Council have worked with SFAA, Fareshare / Felix / City Harvest (London food redistribution services) throughout the pandemic to ensure food banks and food support services were connected and supported.	Hubbub's Food Connect is working with 15 retailers to redistribute surplus food to food charities and organisations in the borough. Open letter sent to Secretary of State to lobby for Right to Food (1st step in becoming a Right to Food Borough).	Approach for expanded networks to be developed within council's upcoming Sustainable Food Strategy.
S. Greener businesses and supply chains	1. Improved sustainability of local supply chains	S.1.i	Encourage and promote shopping locally to support business and reduce miles travelled		Existing	Engagement	Cllr McAsh	Chris Page	Southwark Life has published articles on shopping locally.	For example, the Spring 2023 edition of Southwark Life included a feature for 'Business friendly Southwark' which promoted shopping locally. Action is now complete.	
S. Greener businesses and supply chains	1. Improved sustainability of local supply chains	S.1.ii	Use connections to businesses and markets to facilitate shorter supply and distribution chains		Existing	Engagement	Cllr Seaton	Chris Page	No work to date.	Met with BIDs to discuss best practice and Council climate action plan.	Work with the Business Improvement Districts to understand best practice in supporting local supply chains and how this can be rolled out to other areas of the borough.

Theme	Goal	Code	Action	Updated Wording for Action	New Milestone where required	Previous KPI	New KPI where required	Planned Date for Milestone Completion	New Date for Milestone Completion where required	Major Risks to Milestone	Estimated Cost of Milestone
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	The key milestone(s) that are approaching for this action	How progress will be measured against the upcoming milestone(s)	How progress will be measured against the upcoming milestone(s)	When will the milestone(s) be complete	When will the milestone(s) be complete	The major risk(s) to the milestone(s) being completed	The cost of completing the upcoming milestone Low - Under £100k Medium: £100k - £1m High: £1m - £10m Very High: Over £10m
R. Support more sustainable diets	2. Waste from food consumption is decreased	R.2.ii	Organise a food waste campaign using community growing projects, education in schools and working with caterers, retail and hospitality		Continue participation in the London-wide food waste campaign raise awareness of residents and local business on food waste.	Meet with Veolia to progress.	Continue participation in the London-wide food waste campaign raise awareness of residents and local business on food waste. Continued one-bag-a-week campaign for residual waste reduction.	2022 - Missed milestone	2023 - updated milestone	Resource	Low
R. Support more sustainable diets	2. Waste from food consumption is decreased	R.2.iii	Expand networks facilitating the donation of edible surplus food, such as the Southwark Food Action Alliance (SFAA)			Sustainable Food Strategy published.	Sustainable Food Strategy, Right to Food Action Plan and Sustainable Food Action Plan is published.	2022 - Complete milestone		Resource Funding	Low
S. Greener businesses and supply chains	1. Improved sustainability of local supply chains	S.1.i	Encourage and promote shopping locally to support business and reduce miles travelled		Action is now complete.			2022 - Milestone Complete	2023 - updated milestone	Resource Funding	Low
S. Greener businesses and supply chains	1. Improved sustainability of local supply chains	S.1.ii	Use connections to businesses and markets to facilitate shorter supply and distribution chains		Host a climate meeting with the BIDs to discuss best practice and strategies to progress.	Initial meeting with Business Improvement Districts to scope project.	Project scoping document developed.	2022 - Milestone Complete	2023 - Updated milestone	Resource Funding	Low

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R. Support more sustainable diets	2. Waste from food consumption is decreased	R.2.ii	Organise a food waste campaign using community growing projects, education in schools and working with caterers, retail and hospitality		No	Enabling	Comments received through the consultation process have resulted in delays to publication due to significant re-structure of strategy. Resource constraints have also slowed progress.
R. Support more sustainable diets	2. Waste from food consumption is decreased	R.2.iii	Expand networks facilitating the donation of edible surplus food, such as the Southwark Food Action Alliance (SFAA)		No	Enabling	
S. Greener businesses and supply chains	1. Improved sustainability of local supply chains	S.1.i	Encourage and promote shopping locally to support business and reduce miles travelled		Yes	Enabling	
S. Greener businesses and supply chains	1. Improved sustainability of local supply chains	S.1.ii	Use connections to businesses and markets to facilitate shorter supply and distribution chains		Yes	Enabling	

Theme	Goal	Code	Action	Updated Wording for Action	Status	Phase of Action	Lead Cabinet Member	Director	Work Completed in 2021/22	Work Completed in 2022/23	Previous Milestone
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	New/Existing	The phase the action is in: R&D / Engagement / Implementation / Completed / Closed	Councillor responsible for action	Director accountable for action	The work that has been completed to date on this action	The work that has been completed to date on this action	The key milestone(s) that are approaching for this action
S. Greener businesses and supply chains	2. Businesses are supported to improve rates of re-use and recycling	S.2.i	Utilise existing business networks to promote consolidation of waste collection and recycling		Existing	Engagement	Cllr Seaton	Chris Page	No work to date.	Met with BIDs to discuss best practice and Council climate action plan.	Map out existing business networks and agree preferred approach to communication. Consider inclusion within external affairs strategy.
S. Greener businesses and supply chains	3. Delivery methods are transformed to reduce delivery miles and associated carbon emissions	S.3.i	Develop and deliver a Sustainable Freight and Last Mile Delivery Hubs Plan by 2026 that prioritises areas of greatest need and potential		Existing	Not Started	Cllr McAsh	Matt Clubb	Draft Old Kent Road Action Plan promoting freight consolidation with cargo bikes operating out of last mile delivery hub on Mandela Way.		Identify resource and funding to lead on project. Review and update existing council policy and projects to set ambition within a London context.
S. Greener businesses and supply chains	3. Delivery methods are transformed to reduce delivery miles and associated carbon emissions	S.3.ii	Support businesses to switch to zero pollution delivery vehicles, working with them to shift more local deliveries to electric cargo bikes		Existing	Engagement	Cllr McAsh	Matt Clubb	Bikes for Business model that has successfully engaged with businesses in 'Low Line' area spanning London Bridge, Bankside, Bermondsey and Walworth. £700 grants available to businesses who trial cargo bike deliveries.	Work underway to support cargo bike expansion through the Thriving High Street Fund initiative. Scoping is also underway to spend cargo bikes funding allocation from the climate change capital fund, with a focus on how this can offer bespoke engagement to business to transition to cargo bikes.	Scoping work will be undertaken to identify areas for potential expansion e.g. Old Kent Road, Peckham.

Theme	Goal	Code	Action	Updated Wording for Action	New Milestone where required	Previous KPI	New KPI where required	Planned Date for Milestone Completion	New Date for Milestone Completion where required	Major Risks to Milestone	Estimated Cost of Milestone
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	The key milestone(s) that are approaching for this action	How progress will be measured against the upcoming milestone(s)	How progress will be measured against the upcoming milestone(s)	When will the milestone(s) be complete	When will the milestone(s) be complete	The major risk(s) to the milestone(s) being completed	The cost of completing the upcoming milestone Low - Under £100k Medium: £100k - £1m High: £1m - £10m Very High: Over £10m
S. Greener businesses and supply chains	2. Businesses are supported to improve rates of re-use and recycling	S.2.i	Utilise existing business networks to promote consolidation of waste collection and recycling		Host a climate meeting with the BIDs to discuss best practice and strategies to progress waste consolidation, including visiting Better Bankside's waste consolidation point.	Complete mapping exercise of business networks.		2022 - Missed milestone		Resource Funding	Low
S. Greener businesses and supply chains	3. Delivery methods are transformed to reduce delivery miles and associated carbon emissions	S.3.i	Develop and deliver a Sustainable Freight and Last Mile Delivery Hubs Plan by 2026 that prioritises areas of greatest need and potential			Resource and funding in place to complete feasibility.		2024		Resource	Low
S. Greener businesses and supply chains	3. Delivery methods are transformed to reduce delivery miles and associated carbon emissions	S.3.ii	Support businesses to switch to zero pollution delivery vehicles, working with them to shift more local deliveries to electric cargo bikes		PID complete but decision to be made if this completes milestone.	Scoping work completed.		2023	2026 - New Milestone	Resource Funding	Low

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S. Greener businesses and supply chains	2. Businesses are supported to improve rates of re-use and recycling	S.2.i	Utilise existing business networks to promote consolidation of waste collection and recycling		No	Enabling	Lack of resource to date to progress this action.
S. Greener businesses and supply chains	3. Delivery methods are transformed to reduce delivery miles and associated carbon emissions	S.3.i	Develop and deliver a Sustainable Freight and Last Mile Delivery Hubs Plan by 2026 that prioritises areas of greatest need and potential		No	Enabling	
S. Greener businesses and supply chains	3. Delivery methods are transformed to reduce delivery miles and associated carbon emissions	S.3.ii	Support businesses to switch to zero pollution delivery vehicles, working with them to shift more local deliveries to electric cargo bikes		Yes (£100k)	Enabling	

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T. Implement a Green New Deal	1. Create 2,000 new green jobs by 2026	T.1.i	Map and forecast jobs and skills demand from Southwark's climate change investments and track jobs created		Existing	Implementation	Clr Seaton	Stephen Gaskell	<p>A monitoring framework is being completed cross-council for green jobs created 2018-22 with 566 jobs identified as at October 2021.</p> <p>A pan-London definition for 'green jobs' has been published in a report coordinated by Central London Forward.</p>	<p>Council investment in net zero projects, employment support targeting green jobs, and construction of low-carbon buildings have created 1240 green jobs as of March 2023.</p> <p>A pan-London definition for 'green jobs' has been published in a report coordinated by Central London Forward.</p>	<p>Integrate green jobs monitoring with climate change action plan monitoring.</p> <p>Forecast 2022-2026 green job creation.</p>
T. Implement a Green New Deal	1. Create 2,000 new green jobs by 2026	T.1.ii	Connect communities, employers, skills providers and job brokerage organisations in a local green skills supply network		Existing	Implementation	Clr Seaton	Stephen Gaskell	<p>A one year shared post from November 2021 has been established across Southwark, Lambeth and Lewisham. The purpose of the role is to develop a coordinated approach to meeting workforce demands from net zero retrofit and new buildings.</p>	<p>A shared post has been established across Southwark, Lambeth and Lewisham. The purpose of the role is to develop a coordinated approach to meeting workforce demands from net zero retrofit and new buildings.</p>	<p>Agree medium term (2-3 year) delivery plan and resources for creating a green jobs and skills network across Southwark, Lewisham and Lambeth.</p>
T. Implement a Green New Deal	2. Growth of the local economy and innovative new green businesses	T.2.ii	Establish a green jobs, skills and technology centre in the borough		Existing	Implementation	Clr Seaton	Stephen Gaskell	<p>The Council has worked with partner organisations to secure funding until 2024. The hub will work with employers, universities and colleges to offer training for high-quality, well-paid jobs in green sectors to local school leavers, and upskilling for the wider workforce. The hub is now open.</p>	<p>The Green Skills Hub hosted by LSBU has launched. London-wide training numbers so far are 489. The hub coordination team is working with delivery partners to identify Southwark residents for monitoring purposes.</p>	<p>Staff resource and courses in place.</p>

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T. Implement a Green New Deal	1. Create 2,000 new green jobs by 2026	T.1.i	Map and forecast jobs and skills demand from Southwark's climate change investments and track jobs created		At least 2000 green jobs created by 2026.	Jobs created measure tracked in action plan. Forecast for 2022-2026 green job creation completed.	Number of green jobs created.	2022 - Milestone Complete	2023 - New Milestone	Resource	Low
T. Implement a Green New Deal	1. Create 2,000 new green jobs by 2026	T.1.ii	Connect communities, employers, skills providers and job brokerage organisations in a local green skills supply network			Medium term (2-3 year) delivery plan and resource in place for creating green jobs and skills across Southwark, Lewisham and Lambeth.		2022 - Missed milestone		Funding Resource	Medium (£400k: £60k officer resource at £20k per annum, £340k project delivery)
T. Implement a Green New Deal	2. Growth of the local economy and innovative new green businesses	T.2.ii	Establish a green jobs, skills and technology centre in the borough		Action is now complete.	Hub coordinator and team in post, courses underway.	Action complete.	2022 - Milestone complete	2023 - New Milestone	Timeline Resource (risk of recruitment delays and lack of implementation resources at LSBU)	Medium (300k)

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T. Implement a Green New Deal	1. Create 2,000 new green jobs by 2026	T.1.i	Map and forecast jobs and skills demand from Southwark's climate change investments and track jobs created		Yes	Enabling	
T. Implement a Green New Deal	1. Create 2,000 new green jobs by 2026	T.1.ii	Connect communities, employers, skills providers and job brokerage organisations in a local green skills supply network		No	Enabling	Triborough climate officer has had their contract extended which included an extension of the timescales for this piece of work
T. Implement a Green New Deal	2. Growth of the local economy and innovative new green businesses	T.2.ii	Establish a green jobs, skills and technology centre in the borough		Yes	Enabling	

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T. Implement a Green New Deal	2. Growth of the local economy and innovative new green businesses	T.2.iii	Support innovation in green business sectors through council business support and workspace programmes		Existing	Implementation	Cllr Seaton	Stephen Gaskell	Southwark Pioneers Fund procurement underway for delivery partners to lead support and grants for start-up and growth stage SMEs, including green economy.	Southwark Pioneers Fund launched in late September 2022. This leads on support and grants for start-up and growth stage SMEs, including green economy. Business advisors to the fund also make an assessment of whether businesses meet an agreed definition of being a "green enterprise" .	Southwark Pioneers Fund start-up and growth support in place.
T. Implement a Green New Deal	3. Local businesses decarbonise	T.3.i	Support SME decarbonisation through council business support and workspace programmes		Existing	Research & Design	Cllr Seaton	Stephen Gaskell	Scoping underway for Southwark Pioneers Fund investment in SME decarbonisation, including potential for coordination with GLA programmes.	Continued scoping what a programme of decarbonisation support could look like - a programme of information, advice and guidance (IAG), and / or a grants programme.	Southwark Pioneers Fund business sustainability support in place.
T. Implement a Green New Deal	3. Local businesses decarbonise	T.3.ii	Establish a 'retrofit learning network' to bring together experts to share information on the potential costs, available discounts and carbon savings from making homes more environmentally friendly		Existing	Research & Design	Cllr McAsh	Chris Page	New action, no work to date.	Scoping has commenced to define options for this network, including speaking with other boroughs who have developed similar models.	Scope out the creation of a retrofit learning network which will offer advice to residents and business on how to reduce energy use and retrofit buildings.
U. Sustainable Operations and Procurement	1. Council minimises its operational waste	U.1.i	Ban single use plastics in council buildings		Existing	Implementation	Cllr Rose	David Hodgson	Facilities management has held atrium events and workshops to increase awareness.		<ul style="list-style-type: none"> > Renewed facilities management contract with measures to reduce single use plastics > Refresh single use plastic policy document > Work cross council to restrict the purchase of plastic cups

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T. Implement a Green New Deal	2. Growth of the local economy and innovative new green businesses	T.2.iii	Support innovation in green business sectors through council business support and workspace programmes		Green businesses supported to start up or grow under the Southwark Pioneers Fund.	Delivery provider under contract and delivering.	Number of green businesses supported.	2022 - Milestone Complete	2023 - New Milestone	Timeline	High (£1.15m)
T. Implement a Green New Deal	3. Local businesses decarbonise	T.3.i	Support SME decarbonisation through council business support and workspace programmes		Decide on delivery model options for decarbonisation support for SMEs, for further scoping and development.	Delivery provider under contract and delivering.		2022 - Missed milestone		Timeline	Medium (300k)
T. Implement a Green New Deal	3. Local businesses decarbonise	T.3.ii	Establish a 'retrofit learning network' to bring together experts to share information on the potential costs, available discounts and carbon savings from making homes more environmentally friendly			Scoping report complete.	Scoping report complete.	2026		Resource	Low
U. Sustainable Operations and Procurement	1. Council minimises its operational waste	U.1.i	Ban single use plastics in council buildings			>New facilities management contract in place that includes measures to reduce single use plastics >Non-plastic cups in use throughout the Council. >Monitor the ordering of plastic cups via the stationery contract.		2023		Funding (increase in cost which is not yet known)	Low

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T. Implement a Green New Deal	2. Growth of the local economy and innovative new green businesses	T.2.iii	Support innovation in green business sectors through council business support and workspace programmes		Yes	Enabling	
T. Implement a Green New Deal	3. Local businesses decarbonise	T.3.i	Support SME decarbonisation through council business support and workspace programmes		Yes	Enabling	Resourcing and awaiting outcomes of UK Shared Prosperity Fund bids to inform the direction this project should take
T. Implement a Green New Deal	3. Local businesses decarbonise	T.3.ii	Establish a 'retrofit learning network' to bring together experts to share information on the potential costs, available discounts and carbon savings from making homes more environmentally friendly		No	Enabling	
U. Sustainable Operations and Procurement	1. Council minimises its operational waste	U.1.i	Ban single use plastics in council buildings		Yes	Enabling	

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U. Sustainable Operations and Procurement	1. Drive behaviour change in Southwark's businesses to reduce consumption	U.1.iii	Minimise the carbon footprint of events taking place in public outdoor spaces in the borough		Existing	Implementation	Cllr Rose	Toni Ainge	Event Environmental Sustainability Guide (EESG) developed and signed off for implementation from April 2023.		
U. Sustainable Operations and Procurement	2. Reduce direct carbon impact of procurement contracts	U.2.i	Establish standards of effective carbon reduction, measurement and management within contracts		Existing	Research & Design	Cllr Cryan	Chris Page	No work to date.	Scoping work has commenced.	Develop proposals around effective carbon management in contracts.
U. Sustainable Operations and Procurement	2. Reduce direct carbon impact of procurement contracts	U.2.iv	Introduce a carbon neutral aligned procurement policy with workable models for its use and application during the procurement process and contract management		Existing	Research & Design	Cllr Cryan	Chris Page	No work to date.	Scoping work has commenced.	Develop proposals around a carbon neutral aligned procurement policy.
U. Sustainable Operations and Procurement	2. Reduce direct carbon impact of procurement contracts	U.2.iii	Ensure that the Social Value review includes sustainability and decarbonisation criteria so that these have a greater influence when bids are being evaluated		Existing	Research & Design	Cllr Cryan	Chris Page	New action, no work to date.	Scoping work has commenced.	Social Value strategy review.
U. Sustainable Operations and Procurement	3. Decarbonise the council's pension fund	U.3.i	Make the council's pension fund zero carbon by 2030 at the latest and earlier if more zero carbon funds become available sooner		Existing	Implementation	Cllr Cryan	Timothy Jones	Carbon footprint of council pension fund reduced by 50% between 2017 and 2021.	As of March 2023, there has been a 60% carbon reduction of the pension's carbon footprint. The Fund's active equities portfolio has divested from fossil fuel investments and a restriction has been placed on the portfolio preventing further investments in these companies or their industry peers.	Updates through Investment Statement Strategy (ISS)

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U. Sustainable Operations and Procurement	1. Drive behaviour change in Southwark's businesses to reduce consumption	U.1.iii	Minimise the carbon footprint of events taking place in public outdoor spaces in the borough		Promote the EESG to event organisers in the borough. Major scale and Cultural Celebrations Fund funded community event emissions reported. Annual review of EESG guide (March 2024).		Completion of annual review of EESG guide.	2024		Technical (research required on events specific carbon calculator)	Low
U. Sustainable Operations and Procurement	2. Reduce direct carbon impact of procurement contracts	U.2.i	Establish standards of effective carbon reduction, measurement and management within contracts			> Initial research conducted > Dedicated resource in place to progress milestone, including external support if needed		2023		Resource	Low
U. Sustainable Operations and Procurement	2. Reduce direct carbon impact of procurement contracts	U.2.iv	Introduce a carbon neutral aligned procurement policy with workable models for its use and application during the procurement process and contract management			> Initial research and scoping conducted > Dedicated resource in place to progress milestone, including external support if needed		2023	2026	Resource	Low
U. Sustainable Operations and Procurement	2. Reduce direct carbon impact of procurement contracts	U.2.iii	Ensure that the Social Value review includes sustainability and decarbonisation criteria so that these have a greater influence when bids are being evaluated			> Climate change input into Social Value Strategy review to include sustainability and decarbonisation criteria > Dedicated resource in place to progress milestone, including external support if needed		2023	Jan - March 2025 for Early Review	Resource	Low
U. Sustainable Operations and Procurement	3. Decarbonise the council's pension fund	U.3.i	Make the council's pension fund zero carbon by 2030 at the latest and earlier if more zero carbon funds become available sooner		Deliver short term goals set out in the net zero 2030 pension target.	Weighted carbon intensity of portfolio is reduced	Weighted carbon intensity of portfolio is reduced.	2030		Technical (dependent on decarbonisation products available through the market)	TBC

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U. Sustainable Operations and Procurement	1. Drive behaviour change in Southwark's businesses to reduce consumption	U.1.iii	Minimise the carbon footprint of events taking place in public outdoor spaces in the borough		Yes	Enabling	
U. Sustainable Operations and Procurement	2. Reduce direct carbon impact of procurement contracts	U.2.i	Establish standards of effective carbon reduction, measurement and management within contracts		No	Enabling	
U. Sustainable Operations and Procurement	2. Reduce direct carbon impact of procurement contracts	U.2.iv	Introduce a carbon neutral aligned procurement policy with workable models for its use and application during the procurement process and contract management		No	Enabling	
U. Sustainable Operations and Procurement	2. Reduce direct carbon impact of procurement contracts	U.2.iii	Ensure that the Social Value review includes sustainability and decarbonisation criteria so that these have a greater influence when bids are being evaluated		No	Enabling	
U. Sustainable Operations and Procurement	3. Decarbonise the council's pension fund	U.3.i	Make the council's pension fund zero carbon by 2030 at the latest and earlier if more zero carbon funds become available sooner		Yes	Direct	

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U. Sustainable Operations and Procurement	4. Embed climate change awareness across the council	U.4.i	All people appointed by the council to take care of Southwark must be well-versed in the effects of climate change on people and nature in Southwark		Existing	Research and Design	Cllr McAsh	Chris Page	The Council delivered climate emergency training to new councillors.		Develop climate emergency training module for staff with HR.
V. Create greener streets with more planting	1. Improved urban greening and biodiversity	V.1.i	Develop Urban Greening Factors for our neighbourhoods through the Early Review of the Southwark Plan	Adopt local Urban Greening Factors for our neighbourhoods through the Early Review of the Southwark Plan if appropriate	Existing	Research & Design / Engagement	Cllr Dennis	Stephen Platts	Preparation of Southwark Plan Policy P58 (Green Infrastructure) for adoption. Very early scoping work has begun for urban greening in the Early Review of the Southwark Plan.		Scope out options for the early review of the Southwark Plan policy P59 Green Infrastructure and undertake new evidence base work as needed.
V. Create greener streets with more planting	1. Improved urban greening and biodiversity	V.1.iv	Review the current approach to the use of pesticides in the public realm to better protect residents, wildlife and promote biodiversity		Existing	Implementation	Cllr Rose	Toni Ainge	During the 2021 growing season: > Cleaning service reduced the number of applications of Glyphosate from three to two > Cleaning service trialled a non-Glyphosate based herbicide on selected roads in the borough	Ongoing trials of non-chemical herbicide	During the 2022 growing season: > Cleaning service to reduce the number of applications of Glyphosate from two to one > Cleaning service to continue the trial of the non-Glyphosate based herbicide on selected roads in the borough > Implementation of the Pesticide Policy
V. Create greener streets with more planting	2. Key sites for biodiversity are identified and protected	V.2.i	Identify potential green corridors between key green spaces/Sites of Importance for Nature Conservation	Identify and adopt potential green corridors and supporting planning policy between key green spaces/Sites of Importance for Nature Conservation	Existing	Research and Design	Cllr Rose/Cllr Dennis	Toni Ainge / Steve Platts	Borough SINCs (Sites of Importance for Nature Conservation) have been reviewed which is available as a map on the ecology pages of the council website.	Scoping of options for green corridors and supporting policy within the Early Review of Southwark Plan.	Identify and consult on options for green corridors and supporting policy within the early review of Southwark Plan.

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U. Sustainable Operations and Procurement	4. Embed climate change awareness across the council	U.4.i	All people appointed by the council to take care of Southwark must be well-versed in the effects of climate change on people and nature in Southwark			Internal training module launches.		2023	2024 - New milestone	Resource	Low
V. Create greener streets with more planting	1. Improved urban greening and biodiversity	V.1.i	Develop Urban Greening Factors for our neighbourhoods through the Early Review of the Southwark Plan	Adopt local Urban Greening Factors for our neighbourhoods through the Early Review of the Southwark Plan if appropriate	Internal Partnership with SNAP team during early review of Southwark Plan 2022.	Complete the Early Review of the Southwark Plan.	Formal consultation on the Early Review of the Southwark Plan.	TBC 2024		Resource Timeline	Low
V. Create greener streets with more planting	1. Improved urban greening and biodiversity	V.1.iv	Review the current approach to the use of pesticides in the public realm to better protect residents, wildlife and promote biodiversity		Draft Pesticide Policy adopted by council.	Draft Pesticide Policy Produced. Implementation of new Pesticide Policy adopted across the council by end of 2022.	Implementation of new Pesticide Policy adopted across the council.	2022 - Missed Milestone	2024	Resource	Low
V. Create greener streets with more planting	2. Key sites for biodiversity are identified and protected	V.2.i	Identify potential green corridors between key green spaces/Sites of Importance for Nature Conservation	Identify and adopt potential green corridors and supporting planning policy between key green spaces/Sites of Importance for Nature Conservation		17 New SINC sites designated. Update geographic information system mapping.	Formal consultation on the Early Review of the Southwark Plan.	2024	2024 for adoption of the SPD 2025 for consultation on the Early Review November 2023 for establishment of BNG systems	Resource Timeline	Low

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U. Sustainable Operations and Procurement	4. Embed climate change awareness across the council	U.4.i	All people appointed by the council to take care of Southwark must be well-versed in the effects of climate change on people and nature in Southwark		No	Enabling	
V. Create greener streets with more planting	1. Improved urban greening and biodiversity	V.1.i	Develop Urban Greening Factors for our neighbourhoods through the Early Review of the Southwark Plan	Adopt local Urban Greening Factors for our neighbourhoods through the Early Review of the Southwark Plan if appropriate	Yes	Enabling	
V. Create greener streets with more planting	1. Improved urban greening and biodiversity	V.1.iv	Review the current approach to the use of pesticides in the public realm to better protect residents, wildlife and promote biodiversity		Yes	Enabling	Further trials required for agreeing policy.
V. Create greener streets with more planting	2. Key sites for biodiversity are identified and protected	V.2.i	Identify potential green corridors between key green spaces/Sites of Importance for Nature Conservation	Identify and adopt potential green corridors and supporting planning policy between key green spaces/Sites of Importance for Nature Conservation	Yes	Enabling	

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V. Create greener streets with more planting	2. Key sites for biodiversity are identified and protected	V.2.iii	Develop, support and expand Southwark's Biodiversity Partnership and their capacity to bid for and deliver local schemes.		Existing	Engagement	Cllr Rose	Toni Ainge	The partnership continues to meet quarterly, share best practice and information, as a group, deliver actions as set out in the Southwark Nature Action Plan (SNAP) and encourage participation by third sector partner groups. Three new members have joined the partnership.		Creation of a group, independent from the council, to increase opportunities to bid for external funding.
W. Increase tree coverage across the borough	1. Tree coverage is maintained and increased, with tree planting encouraged amongst residents	W.1.i	Make Southwark the first inner London council to have over 100,000 trees and endeavour to increase tree canopy to cover 24% of public land		New	Implementation	Cllr Rose	Toni Ainge	Approximately 8,000 additional trees and whips planted from April 2022 to March 2023.	In 2022 -2023 8,092 trees and whips were planted.	20,000 trees are planned for planting by 2026.
W. Increase tree coverage across the borough	1. Tree coverage is maintained and increased, with tree planting encouraged amongst residents	W.1.ii	Work with local people and schools to find locations for and plant 20,000 trees		New	Implementation	Cllr Rose	Toni Ainge	17,000 trees have been planted in the borough. A further 20,000 will be planted on top of this.	17,000 trees have been planted in the borough. A further 20,000 will be planted on top of this. 107 volunteers were engaged in spring 2023 with the Peckham Rye Park Tiny Forest initiative. 6 schools have been engaged in tree planting this season. Potential tree planting sites identified.	Scoping work will be undertaken to identify areas where more trees can be planted and to assess innovative ways of increasing tree canopy cover.

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Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	The key milestone(s) that are approaching for this action	How progress will be measured against the upcoming milestone(s)	How progress will be measured against the upcoming milestone(s)	When will the milestone(s) be complete	When will the milestone(s) be complete	The major risk(s) to the milestone(s) being completed	The cost of completing the upcoming milestone Low - Under £100k Medium: £100k - £1m High: £1m - £10m Very High: Over £10m
V. Create greener streets with more planting	2. Key sites for biodiversity are identified and protected	V.2.iii	Develop, support and expand Southwark's Biodiversity Partnership and their capacity to bid for and deliver local schemes.		Partnership continues to be managed by the council. Explore opportunities for third sector partners to apply for all types of funding to deliver biodiversity projects across the borough.	Establishment of an independent biodiversity partnership.		2024		Resource	Low (£5k)
W. Increase tree coverage across the borough	1. Tree coverage is maintained and increased, with tree planting encouraged amongst residents	W.1.i	Make Southwark the first inner London council to have over 100,000 trees and endeavour to increase tree canopy to cover 24% of public land			20,000 trees planted.	20,000 trees are planned for planting by 2026.	2026		Resource	Low
W. Increase tree coverage across the borough	1. Tree coverage is maintained and increased, with tree planting encouraged amongst residents	W.1.ii	Work with local people and schools to find locations for and plant 20,000 trees		Scoping work will be undertaken with local communities and schools to identify areas where more trees can be planted and to assess innovative ways of increasing tree canopy cover.	Scoping work completed.	Number of volunteers reached. Number of schools engaged.	2022 - Milestone Complete	2023 - Updated milestone	Resource	Low

Theme	Goal	Code	Action	Updated Wording for Action	Funding in Place for Milestone	Type of Carbon Saving Attributed to Action	Reason for Missed Milestones
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	The status of funding for this milestone	How carbon will be saved by an action Enabling: those actions that lead to an indirect carbon saving Direct: those actions that lead to a direct carbon saving	Reason for missed milestone
V. Create greener streets with more planting	2. Key sites for biodiversity are identified and protected	V.2.iii	Develop, support and expand Southwark's Biodiversity Partnership and their capacity to bid for and deliver local schemes.		Yes (from existing budgets)	Enabling	
W. Increase tree coverage across the borough	1. Tree coverage is maintained and increased, with tree planting encouraged amongst residents	W.1.i	Make Southwark the first inner London council to have over 100,000 trees and endeavour to increase tree canopy to cover 24% of public land		Yes	Direct	
W. Increase tree coverage across the borough	1. Tree coverage is maintained and increased, with tree planting encouraged amongst residents	W.1.ii	Work with local people and schools to find locations for and plant 20,000 trees		Yes	Direct	

Theme	Goal	Code	Action	Updated Wording for Action	Status	Phase of Action	Lead Cabinet Member	Director	Work Completed in 2021/22	Work Completed in 2022/23	Previous Milestone
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	New/Existing	The phase the action is in: R&D / Engagement / Implementation / Completed / Closed	Councillor responsible for action	Director accountable for action	The work that has been completed to date on this action	The work that has been completed to date on this action	The key milestone(s) that are approaching for this action
X. Residents have greater access to nature	1. Work with local people to create more nature sites, woodlands and urban planting	X.1.i	Develop a community garden plan which includes a new right for residents to have a community garden or food growing plots on their estates		Existing	Research & Design / Implementation	Cllr Rose	Toni Ainge	Total of 108 plots built. Projects in development: consultation for app 82 plots to be built.	A report and full evaluation of the estates improvement pilot has been drafted with considerations for the project going forward. The budget for this work has been agreed. Work on developing the plan for year 23/24 has begun along with the strategy.	Develop the community garden plan.
X. Residents have greater access to nature	1. Work with local people to create more nature sites, woodlands and urban planting	X.1.ii	Designate more land in the borough for allotments		Existing	Implementation	Cllr Rose	Toni Ainge	108 allotment plots created on estates.	150 allotment / gardening plots created for the year to date. This quarter 18 growing plots at Gloucester Grove were completed, alongside a further 15 completed plots at Denmark Hill. A further 24 growing plots at Rouel Road and 7 growing plots at Goschen to be completed in April 23. Alongside the creation of plots, 58 people are now signed up to our newsletter and we have delivered 3 more training sessions to 3 different groups taking the total for the year to 37.	Objective of 200 Plots by 2023.

Theme	Goal	Code	Action	Updated Wording for Action	New Milestone where required	Previous KPI	New KPI where required	Planned Date for Milestone Completion	New Date for Milestone Completion where required	Major Risks to Milestone	Estimated Cost of Milestone
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	The key milestone(s) that are approaching for this action	How progress will be measured against the upcoming milestone(s)	How progress will be measured against the upcoming milestone(s)	When will the milestone(s) be complete	When will the milestone(s) be complete	The major risk(s) to the milestone(s) being completed	The cost of completing the upcoming milestone Low - Under £100k Medium: £100k - £1m High: £1m - £10m Very High: Over £10m
X. Residents have greater access to nature	1. Work with local people to create more nature sites, woodlands and urban planting	X.1.i	Develop a community garden plan which includes a new right for residents to have a community garden or food growing plots on their estates			Community garden plan created.		2023	2024 - Updated Milestone	Resource	Low
X. Residents have greater access to nature	1. Work with local people to create more nature sites, woodlands and urban planting	X.1.ii	Designate more land in the borough for allotments			200 plots created.		2023		Resource	Low

Theme	Goal	Code	Action	Updated Wording for Action	Funding in Place for Milestone	Type of Carbon Saving Attributed to Action	Reason for Missed Milestones
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	The status of funding for this milestone	How carbon will be saved by an action Enabling: those actions that lead to an indirect carbon saving Direct: those actions that lead to a direct carbon saving	Reason for missed milestone
X. Residents have greater access to nature	1. Work with local people to create more nature sites, woodlands and urban planting	X.1.i	Develop a community garden plan which includes a new right for residents to have a community garden or food growing plots on their estates		No	Enabling	
X. Residents have greater access to nature	1. Work with local people to create more nature sites, woodlands and urban planting	X.1.ii	Designate more land in the borough for allotments		Yes	Direct	

Theme	Goal	Code	Action	Updated Wording for Action	Status	Phase of Action	Lead Cabinet Member	Director	Work Completed in 2021/22	Work Completed in 2022/23	Previous Milestone
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	New/Existing	The phase the action is in: R&D / Engagement / Implementation / Completed / Closed	Councillor responsible for action	Director accountable for action	The work that has been completed to date on this action	The work that has been completed to date on this action	The key milestone(s) that are approaching for this action
Y. Building and development works alongside and enhances the natural environment	1. Policy is used to protect and enhance the natural environment	Y.1.i	Ensure all of our future council homes projects increase biodiversity		New	Engagement / Implementation	Cllr Rose/Cllr Dennis	Stephen Platts		P60 Biodiversity policy in the Southwark Plan (2022) is adopted and requires an uplift in biodiversity in developments.	Conduct the Early Review of the Southwark Plan. Prepare guidance in Climate Change and Environment Supplementary Planning Document (SPD). Prepare internal processes to evaluate, monitor and enforce biodiversity net gain plans.
Y. Building and development works alongside and enhances the natural environment	1. Policy is used to protect and enhance the natural environment	Y.1.iv	Develop a climate change adaptation strategy		New	Engagement	Cllr McAsh	Chris Page	The council is leading on London Councils Resilient and Green workstream, looking at climate change resilience across London.	Climate Resilience and Adaptation Strategy has been prepared and will be taken to cabinet in July 2023	Publish climate change adaptation strategy in 2022.
Z. Define an offsetting strategy for residual emissions	1. Develop a strategy for residual emissions	Z.1.i	Develop a carbon offsetting strategy to address the emissions not tackled by direct actions in the borough		Existing	Research & Design	Cllr Dennis	Chris Page	No work to date	Initial research underway, including discussions with BIDs and local businesses on their approach to offsetting.	Publish carbon insetting strategy by 2023. This will include a review of insetting opportunities to further reduce carbon emissions in the council's supply chain.

- Key:**
- Greener Buildings
 - Active and Sustainable Travel
 - Renewable Energy
 - A Circular Economy with Green Jobs
 - Thriving Natural Environment

Theme	Goal	Code	Action	Updated Wording for Action	New Milestone where required	Previous KPI	New KPI where required	Planned Date for Milestone Completion	New Date for Milestone Completion where required	Major Risks to Milestone	Estimated Cost of Milestone
Broad area of activity (key at bottom of page)	More specific area of activity	Action code	Most granular level of activity	Most granular level of activity	The key milestone(s) that are approaching for this action	How progress will be measured against the upcoming milestone(s)	How progress will be measured against the upcoming milestone(s)	When will the milestone(s) be complete	When will the milestone(s) be complete	The major risk(s) to the milestone(s) being completed	The cost of completing the upcoming milestone Low - Under £100k Medium: £100k - £1m High: £1m - £10m Very High: Over £10m
Y. Building and development works alongside and enhances the natural environment	1. Policy is used to protect and enhance the natural environment	Y.1.i	Ensure all of our future council homes projects increase biodiversity			Complete the Early Review of the Southwark Plan and align it with biodiversity net gain requirements. Publish Climate and Environment Supplementary Planning Document with further guidance to meet biodiversity net gain requirements. Introduce internal processes to evaluate, monitor and enforce biodiversity net gain plans.	Formal consultation on the Early Review of the Southwark Plan and adopt updated planning policy to deliver with biodiversity net gain requirements. Adopt Climate and Environment Supplementary Planning Document with further guidance to meet biodiversity net gain requirements. Introduce internal processes to evaluate, monitor and enforce biodiversity net gain plans.	TBC 2024		Resource Timeline	Low
Y. Building and development works alongside and enhances the natural environment	1. Policy is used to protect and enhance the natural environment	Y.1.iv	Develop a climate change adaptation strategy		Adopt Climate Resilience and Adaptation Strategy in 2023 following public consultation.	Strategy published.		2022 - Missed milestone		Resource Timeline	Low
Z. Define an offsetting strategy for residual emissions	1. Develop a strategy for residual emissions	Z.1.i	Develop a carbon offsetting strategy to address the emissions not tackled by direct actions in the borough		Finish review of offsetting / insetting opportunities to further reduce carbon emissions in the council's supply chain, explore options alongside development of Southwark Green Finance initiative.	Strategy published.		2023		Resource	Low

- Key:**
- Greener Buildings
 - Active and Sustainable Travel
 - Renewable Energy
 - A Circular Economy with Green Jobs
 - Thriving Natural Environment

Theme	Goal	Code	Action	Updated Wording for Action	Funding in Place for Milestone	Type of Carbon Saving Attributed to Action	Reason for Missed Milestones
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Y. Building and development works alongside and enhances the natural environment	1. Policy is used to protect and enhance the natural environment	Y.1.i	Ensure all of our future council homes projects increase biodiversity		Yes	Enabling	
Y. Building and development works alongside and enhances the natural environment	1. Policy is used to protect and enhance the natural environment	Y.1.iv	Develop a climate change adaptation strategy		Yes	Enabling	To be adopted December 2023
Z. Define an offsetting strategy for residual emissions	1. Develop a strategy for residual emissions	Z.1.i	Develop a carbon offsetting strategy to address the emissions not tackled by direct actions in the borough		Yes	Enabling	

- Key:**
- Greener Buildings
 - Active and Sustainable Travel
 - Renewable Energy
 - A Circular Economy with Green Jobs
 - Thriving Natural Environment

APPENDIX 3

Executive Summary

The climate emergency remains the challenge of our time, and time is running out. Since declaring a climate emergency in 2019, Southwark has developed and is now delivering a climate strategy and action plan with an ambition to be a carbon neutral borough by 2030.

But even if global greenhouse gas emissions stopped tomorrow, the climate will continue to change. We need to improve our resilience to the impacts of climate change and adapt to meet the challenges. Making changes now will help prepare Southwark for the future. Ensuring these changes are made the right way will also contribute to living more sustainably and reducing our impact on climate change.

Extremes of weather, flooding, water scarcity, food insecurity and new pests and disease which threaten our biodiversity are all impacts of climate change that we are experiencing in Southwark. This strategy forms a new section of our climate strategy and sets out our ambitions for tackling each of these. To achieve a carbon neutral borough which has adapted and is more resilient to climate change we will:

1. Build resilience to overheating by cooling buildings, providing respite from heat and preparing for extreme temperatures.
2. Reduce the risk of flooding by improving drainage, reducing the demand on the sewer system and improving our flood defences.
3. Conserve more water and adapt our green spaces to be drought-resistant.
4. Improve food security by reducing wastage and increasing local supply.
5. Protect our biodiversity from new pests and diseases.

We cannot achieve this alone and will only do so working with partners in London such as the GLA, London Councils and other boroughs. We will need to work with major organisations in the borough such as universities, schools and NHS trusts. We will partner with Government through DEFRA, the Environment Agency and others, and we will also work with local businesses, residents and all those committed to building a fairer and more sustainable Southwark.

This strategy outlines our five ambitions, which will inform the goals we set and the actions that we take. They will sit alongside the actions in the climate strategy, working together to tackle climate change and build our borough's resilience.

Introduction

The climate emergency remains the challenge of our time, and time is running out. Since declaring a climate emergency in 2019, Southwark has developed and is now delivering a climate strategy and action plan with an ambition to be a carbon neutral borough by 2030.

Working with our communities, we have already made progress decarbonising buildings, making walking and cycling easier and delivering projects across the borough to reduce carbon and invest in a more sustainable future. It is right that our top priority remains to reduce carbon to slow and eventually stop the warming of the planet and the catastrophic effects of climate change. However, too much damage has already been done. Even if the world stopped producing carbon and other greenhouse gases tomorrow, the increased carbon already in the atmosphere means the planet will continue to warm and it will take many thousands of years to return to pre-industrial temperatures.ⁱ

While we need to redouble our efforts to reduce carbon and move to a net zero future, we also need to adapt for a warmer world and ensure we are resilient to the changes that are already happening. We also expect those changes to continue to intensify in the coming years.

According to the Climate Change Committee (CCC), no single sector in England is prepared for the impacts of climate change, with the last ten years being a “lost decade” for government actionⁱⁱ.

With this in mind, we have developed this resilience and adaptation strategy. It should be viewed alongside our climate strategy and shows how we plan to create a more resilient borough that can overcome the current and future impacts of climate change in a just, equal and fair manner. It formalises our approach through a list of clear and defined actions that will focus on how we best prepare the borough and its residents for a changing climate. It builds on work already taking place to adapt the borough in the face of a changing climate, through work on flooding, overheating, biodiversity and many other areas.

Our aim is to create a borough that does not passively endure climate change but acts to limit its impacts and do so in a way that contributes to carbon reduction. Our aim is to do this working with our residents, businesses, schools, institutions and everyone who lives, works and cares about Southwark and its future.

This strategy appends Southwark Climate Change Strategy “Tackling the Climate Emergency Together”. It contains new actions for our climate action plan and builds on the work we are doing to reduce carbon, to also ensure the borough is prepared and resilient for the effects of climate change. This strategy sets out a new dimension to our climate work, but does not change our overall approach or the values that drive us. We intend for this to be viewed alongside the Climate Change Strategy to give a complete picture of our ambition and plan to tackle the climate emergency together and build a more resilient future for Southwark.

What is resilience and adaptation?

According to the London City Resilience Strategyⁱⁱⁱ, resilience is defined as the capacity of communities and systems to survive, adapt, and thrive no matter what kinds of chronic stresses and acute shocks they experience. A recent example of where resilience was tested would be the COVID-19 pandemic, where communities and systems were under considerable pressure in the face of unprecedented changes.

Adaptation refers to communities and systems adjusting how they operate in response to actual or expected impacts of change. Both resilience and adaptation are important in relation to climate change. Our borough will have to be resilient to unexpected and unpredictable environmental conditions and will also have to adapt how it behaves operates to ensure that Southwark can continue to thrive. There is also an opportunity to change in a way that creates a more just and equal Southwark.

The impacts of climate change do not impact all people proportionately. Existing economic and social inequalities are exacerbated and sometimes even caused by our changing climate. It is therefore necessary to implement preventative adaptation strategies in a way that is fair and proportionate to the impacts felt. In no way should adaptation to the way we live further impact communities already affected by climate change.

Why do we need this strategy?

As set out in our climate strategy, Southwark is already seeing the impact of climate change. All ten of our warmest years have occurred since 2002, whereas none of the ten coldest years has occurred since 1963. Summer heatwaves are now 30 times more likely than they would be typically^{iv}. Climate change means UK temperatures are set to become more volatile with more extremes of both heat and cold.

We are already experiencing the impacts of climate change in Southwark and this sets to worsen. Adapting the borough and strengthening our resilience is a crucial part of our response to the climate emergency.

Deaths due to heat are expected to rise by two thirds in a decade, as well as increased death rate with extreme cold. Burning fossil fuels in cars, heating and industry is also polluting the air we breathe as well as contributing to climate change. In Southwark, already around 72 deaths occur due to air pollution every year^v.

60% of Southwark's residents live on land less than ten meters above sea level, any changes in sea levels will therefore have a direct effect on Southwark. Current flood defences will need to be renewed in the future.

An estimated 75,000 of Southwark's residents are food insecure^{vi}. Climate change will increase food insecurity and we can expect this to impact on prices and greater food inequality in Southwark.

Southwark is a proudly global borough. This means many of our residents are connected to friends and families around the world who are impacted by conflict and migration caused by food shortages, water shortages and extreme weather. Climate change and ecological damage will increase this forced migration which will impact on residents here in Southwark.

Southwark's approach

Climate resilience and adaptation can cover a huge breadth of issues, from flooding to the impact of global migration. To ensure that this strategy is focused and actions can be delivered, it will consider resilience and adaptation where the actions that we take make the borough more resilient. It will also ensure these actions tackle factors which contribute to climate change. The strategy will also focus on solutions that as a borough we can deliver or influence and the partners we can work. For example, the strategy will not try to tackle global food supply chains but will look at what we can do to ensure a greater use of locally sourced food.

The strategy considers five risks, which originate from the CCC's 2017 Climate Change Risk Assessment (CCRA): overheating, flooding, water scarcity, pests and diseases and loss of natural capital. The sixth theme from this report, 'Thriving Natural Environment', has a dedicated section in the Climate Strategy and Climate Change Action Plan, so is not covered here.

Taking action

Our vision is for a borough resilient to climate impact. To achieve this, we have considered the issues identified by the CCC and built our resilience and adaptation strategy around this.

Overheating

Southwark has a high risk of excessive heating, particularly in the middle of the borough. High heats are felt more significantly in areas with less tree canopy and a lower level of access to green open spaces. It is also felt more strongly in urban areas, due to the Urban Heat Island effect. Our borough is also warmed by waste heat from energy sources, housing and transport.

Heatwaves – The average summer temperatures in London are predicted to keep rising. Dense urban areas also retain more heat which can result in the centre of London being up to 10°C warmer than rural areas^{vii}.

Wildfires – Wildfires are becoming a far more prevalent risk as temperatures soar during summer. The London Fire Brigade saw a 128% increase in grass fires in 2022 compared to 2021.^{viii} Southwark had an 'exceptional' chance of fire risk during June and July of last year and this is expected to occur again.^{ix} As well as negatively impacting health, large wildfires also release carbon dioxide which exacerbates climate change.

Health Impacts – Higher temperatures have resulted in adverse mental health outcomes, increased dehydration, pregnancy complications, kidney function loss, skin malignancies, and tropical infections. These health impacts all disproportionately affect the most vulnerable in society.^x Increased temperatures may put additional stress on local health services, which in turn could lead to worse health conditions for Southwark residents.

We will build resilience to overheating, by cooling buildings, providing respite from heat and preparing for extreme temperatures.

Flooding

60% of Southwark residents live on land less than ten meters above sea level, and any changes in sea levels will have a direct effect on Southwark. Southwark is protected from tidal and river flooding by various flood defences including the Thames Barrier, but with increased sea levels these may no longer be effective and stakeholders in the borough must do more to reduce the future impact of flooding on our residents.

Surface Water Flooding - In July 2021, Southwark was directly affected by two serious flash floods in two weeks. Across London, some areas received more than twice the average monthly rainfall in just two hours.^{xi} Surface water flooding occurs after heavy rainfall, when water cannot drain away or soak into the ground. This is a particular problem in urban areas.

Tidal Surges – Tidal surges occur when river levels rise, creating increased wind and low atmospheric pressure. London is currently protected from tidal surges by the Thames Barrier, but additional stress could weaken these defences.

Sewer Flooding - Southwark has a mostly Victorian sewer network. This network was designed to serve four million people, but London's population is estimated to increase to 16 million by 2160.^{xii} Currently, even light rain causes untreated sewage to enter the Thames and into surrounding streets and more intense rainfall will put further pressure on our sewage system.

Groundwater Flooding - Flooding from groundwater happens when the level of water within the rock or soil making up the land surface rises significantly. Groundwater levels typically peak in Southwark during March, and if there is extremely heavy rainfall groundwater, basements and low-lying land can be flooded.

Action is already being taken, for example the council have planning conditions that developments must not increase flood risk on or off site by incorporating designs that are safe and resilient to flooding. Southwark Council is continuing to implement strategic sustainable urban drainage systems (SuDs) on highways and in parks. We have plans to increase the replacement of hard surfaced areas with permeable & green space, as well as increasing irrigation frequencies of newly planted trees to ensure their successful establishment.

We will reduce the risk of flooding by improving drainage, reducing the demand on the sewer system and improving our flood defences.

Water Scarcity

Water is an essential resource for our borough, however, extremes of weather and an ageing sewer system threatens water security. The Environment Agency has warned that within just 25 years, the Southeast of England, including Southwark, could run out of water. Without protecting our water sources, we would experience severe economic, social and environmental consequences. The Environment Agency produced its Water Stress Areas Classification in 2021, in which Thames Water was highlighted as having a 'serious' level of water stress. To remain sustainable, Southwark needs to reduce its level of water consumption.

Drought - Droughts are when there is a prolonged period of below average rainfall, which leads to low levels of groundwater and reduced river flows. These impact both people and wildlife, and in London can build over period of months and years. Despite increased understanding of how they work, they are often hard to predict. The London Risk Register ranks drought as a 'high' risk.

Aquifer Depletion - An aquifer is an underground layer of permeable rock, which can hold and transport water to and from rivers and other water sources. In London, we have a large chalk basin aquifer. A key challenge for Southwark and across London is the impact of over-abstraction of water from aquifers. 'Over-abstraction', taking water faster than it can be replaced, risks not leaving enough water for wildlife. When there are water shortages, due to low rainfall or leaky pipes, water companies may increase abstraction to compensate which can lead to aquifer depletion.

It is essential that people in Southwark and across the country treat water as a valuable asset, reducing consumption and reducing waste. We need to find new ways to capture rainwater and other grey water for non-drinking purposes. This not only ensures our water is maintained, but also reduces the energy and carbon emissions associated with managing wastewater and supplying fresh water.

We will conserve more water and adapt our green spaces to be drought-resistant.

Trade and food security

75,000 of Southwark's residents are food insecure, which means they do not have enough money to buy food, must skip meals or cut down on quantities due to money, or do not have the money for a balanced diet. Climate change will increase food insecurity. The UK imports around 40% of its food^{xiii} so we will be affected by the changes happening in other countries. As food insecurity increases globally, we would expect to see price increases and increasing inequality in Southwark. Climate changes such as increased heats and flood risk will also impact businesses, so plans will need to be in place to protect our economy from the worst impacts of this.

Infrastructure failure - Extreme weather events will mean that our built infrastructure will be directly affected by the physical impacts of climate change. This will effect

business and trade in the borough and could impact the ability of our residents to access their places of work.

Supply Chain Disruption - Supply chains both within Southwark and globally are being impacted by our changing climate. Floods, heatwaves, droughts and windstorms trigger cascading impacts that can be felt locally, but also far away from where the actual event is taking place.

Reduced Food Production – Climate change can impact on crops globally, which can affect food supply and cost in the UK. In 2020 weather patterns impacted on wheat production impacting on supply and cost.

Social Vulnerability - Climate change is expected to exacerbate existing economic, social, and environmental challenges across the globe. Many of Southwark's residents have links to and come directly from these communities. Adaptation measures we undertake will need to take these experiences into account and support vulnerable residents who have been directly impacted by climate change overseas.

Social vulnerability is also likely to be exacerbated as our climate changes in Southwark. Already vulnerable communities, such as older people and children, are likely to be impacted. For example, hotter temperatures and increased levels of flooding are likely to put additional pressure on our health service, which means less support provided to those who need it.

We will improve food security by reducing wastage and increasing local supply.

Pests and diseases

London is experiencing an increase in pests and diseases as a result of a changing climate. This can effect human, animal and plant health. As temperatures rise and weather patterns become more unpredictable, pests and diseases can thrive in new and unexpected ways. This will also directly impact our borough.

Invasive non-native species – Species who are not usually found in the borough but are now found here can have a direct impact on our biodiversity. One of the most notable examples of invasive non-native species in London is the spread of the oak processionary moth. This moth, which is native to southern Europe, is now able to survive and reproduce in the warmer temperatures found in the UK. They can cause severe allergic reactions which we are already seeing increase across London.

Climate-sensitive diseases – Diseases for pests and diseases are also likely to rise. Warmer temperatures are allowing species such as the Asian tiger mosquito to survive and reproduce in the UK. This mosquito can transmit diseases such as dengue fever and chikungunya, which were once rare in the UK but are now becoming more common.

Plants pests and diseases - The changing climate is also affecting the spread of plant diseases in London. For example, the warmer temperatures and increased rainfall in recent years have led to an increase in the incidence of sudden oak death, a disease

that can kill a wide range of trees and shrubs. The disease is caused by a fungus-like organism that thrives in moist conditions and can be spread by wind and rain.

We will protect our biodiversity from new pests and diseases.

Wider benefits

Making a more resilient borough not only mitigates against the main impacts of climate change, it also potentially enables us to further reduce our carbon emissions and deliver other benefits to our residents.

Greener buildings – Improvements to buildings are needed to protect against extremes of hot and cold. Greater energy efficiency to enable people to stay warm will make our homes and residents more resilient but also reduce energy demand and positively impact on fuel poverty.

Biodiversity and air quality – Through implementing greening measures to manage climate risks such as improved shade and canopy coverage, we also support our local ecology and wildlife. Air quality can also be improved through greening our borough which impacts on health and wellbeing.

Water scarcity – Taking steps to reduce demand for water and preventing flooding, we reduce water run-off and risk of water pollution. We also reduce energy demands by using less water which reduces our overall carbon emissions.

Cost reduction and risk limitation – Steps to protect the borough from extremes of weather and flooding reduces risk for businesses to operate making the borough a more attractive place to do business. This benefits the local economy and jobs and helps Southwark to thrive.

Health – Lessening the impact of climate change can improve health outcomes for Southwark. The shocks that climate change causes are a risk to mental and physical health which is reduced as we become more resilient. We are also better prepared to deal with new diseases that are introduced due to climate change.

Policy Context

To deliver this plan, we will work with national and regional government and their plans for climate resilience. This includes understanding and working in the context of the National Adaptation Programme and also the London Environment Strategy (LES) and the London Resilience Strategy.

Within Southwark, this strategy as part of the wider climate strategy. We are currently working to ensure that all Southwark policies and strategies are aligned with the climate strategy. This will continue with the addition of this resilience and adaptation work. This will include:

- Fuel poverty action plan (upcoming)
- Southwark Heatwave Delivery framework

- Southwark Plan
- Waste Strategy
- Winter Preparedness Plan (upcoming)
- Cold Weather Plan
- Flood Risk Management Strategy
- Sustainable Food Strategy (upcoming)
- Winter Preparedness Plan (upcoming)
- Cold Weather Plan
- Joint Health and Wellbeing Strategy
- Partnership Southwark Health and Care Plan
- Outbreak Prevention and Control Plan
- Tree Management Policy
- Tree Risk Management Strategy

Action Plan

Work is already underway to deliver this priority area. The themes and goals below show what we need to achieve to reach our vision together with the immediate actions that we need to take. Alongside this work, we will continue to develop new actions to ensure we stay on track to reach our goals and make the carbon saving.

We will build resilience to overheating, by cooling buildings, providing respite from heat and preparing for extreme temperatures.

To tackle climate change and be a better adapted and more resilient borough, our goals are that:

- Residents can get respite from the heat at times of excessive temperatures
- Buildings stay cool while minimising their carbon emissions
- The borough's infrastructure is adapted to cope with extremes of heat

We will reduce the risk of flooding by improving drainage, reducing the demand on the sewer system and improving our flood defences.

To tackle climate change and be a better adapted and more resilient borough, our goals are that:

- Reduce surface run off and increase the amount of land which drains water
- Reduce demand on the sewer system
- Improve flood defences with more sustainable drainage systems

We will conserve more water and adapt our green spaces to be drought-resistant.

To tackle climate change and be a better adapted and more resilient borough, our goals are that:

- Improved water conservation, including greater use of rainwater and grey water
- Parks, gardens and green spaces are adapted to be drought resistant

We will improve food security by reducing wastage and increasing local supply.

To tackle climate change and be a better adapted and more resilient borough, our goals are that:

- Strengthened local economy, with an increase in local trade reinvesting in our local economy
- Local food suppliers and local food production is maximised
- Capacity for communities to share food and reduce food waste is increased

We will protect our biodiversity from new pests and diseases.

To tackle climate change and be a better adapted and more resilient borough, our goal is that:

- Existing biodiversity from new pests and diseases is protected

Partnership

We cannot tackle the climate emergency alone and need to work with residents, businesses and other partners to reduce carbon and deliver a more resilient future.

Business – Southwark has a thriving local economy, from small businesses to major global corporations, all of which contribute to Southwark and our future. We will work with businesses to encourage them to diversify their supply chains to be more resilient to shocks, but also to decarbonise their supply chains. Businesses will manage buildings throughout the borough, and we can work with them to help make them cooler and more resilient and find sustainable solutions to cooling.

Residents – We will continue to work with our residents when planning changes to the borough to make it more resilient. Our residents have an important role to play in how we implement changes from increased tree coverage to changing surfaces to aid drainage. As part of our overall engagement approach, we will ensure residents are central to the work we do.

Institutions – Southwark is home to many large, world leading institutions from major hospitals, to global universities. We have over one hundred schools and many other public and private institutions, as major employers and managers of large buildings and sites in the borough, they are key to tackling the climate emergency. As they develop their own climate and resilience plans, we will work with them to encourage alignment and find opportunities where working together we can have greater impact. We will explore how we can use public buildings differently to increase our resilience and how the activities in these institutions can contribute to tackling climate change.

Next Steps

The list of goals above will be used to develop actions. These will be developed incrementally, but there will also be further new actions that may become a focus in the future and will be considered accordingly. We will report on progress as part of our reporting on the Climate Change Action Plan.

Beyond the council's own actions, there must also be a focus on what other partners and stakeholders can action themselves, from a central government to resident level. This highlights how important collective action will be. Central government need to significantly increase the level of funding available, and businesses need to help identify and maximise opportunities in this area.

ⁱ The Royal Society, "If emissions of greenhouse gases were stopped, would the climate return to the conditions of 200 years ago?"

ⁱⁱ The CCC, [Progress in Adapting to Climate Change 2023 Report to Parliament](#)

ⁱⁱⁱ [London City Resilience Strategy](#)

^{iv} The Met Office, "Chance [of summer heatwaves now thirty times more likely](#)"

^v [Air Quality JSNA 2022](#)

^{vi} [Annual Report JSNA 2022](#)

^{vii} Greater London Authority, [Heat](#)

^{viii} London Fire Brigade, "[Mayor joins the Brigade in urging the public to take extra measures as the impact of extreme weather conditions continue](#)"

^{ix} The Met Office, [England and Wales Fire Severity Index](#)

^x UCL, "[Feeling the heat? How climate changes affect our health and working lives](#)"

^{xi} "[Mayor warns Londoners in basements about flooding risk](#)"

^{xii} Tideway London, "[Why London needs a super sewer](#)"

^{xiii} [United Kingdom Food Security Report 2021: Theme 2: UK Food Supply Sources](#)

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