

Environment Scrutiny Commission

Wednesday 4 November 2020

6.30 pm

Zoom

Membership

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

Reserves

Councillor Victoria Mills
Councillor Sirajul Islam
Councillor Peter Babudu
Councillor Jack Buck
Councillor Adele Morris

INFORMATION FOR MEMBERS OF THE PUBLIC

Access to information You have the right to request to inspect copies of minutes and reports on this agenda as well as the background documents used in the preparation of these reports.

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Contact Julie Timbrell

On 020 7525 0514 or email: julie.timbrell@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: 27 October 2020



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Environment Scrutiny Commission

Wednesday 4 November 2020
6.30 pm
Zoom

Order of Business

Item No.	Title	Page No.
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1. APOLOGIES

PART A - OPEN BUSINESS

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

In special circumstances, an item of business may be added to the agenda within five clear working days of the meeting.

3. DISCLOSURE OF INTERESTS AND DISPENSATION

Members to declare any interests and dispensations in respect of any item of business to be considered at this meeting.

4. LOW TRAFFIC NEIGHBOURHOODS: OFFICER AND PARTNER UPDATE

Officers will provide a report on planned Low Traffic Neighbourhood (LTN) schemes, to follow.

Dale Foden, Head of Highways, will present.

Lucy Saunders, Director, Healthy Streets Ltd, Guy's and St Thomas Trust Charity (GSTTC), who are providing funding for Southwark's LTN schemes, will be also be attending to present on GSTTC funding objectives for the schemes.

5. LOW TRAFFIC NEIGHBOURHOODS: ACCESS TO EMERGENCY VEHICLES

Southwark Fire Service Borough Commander, Philip Morton, and road lead, Steven Vydelingum will attend.

6. PLANNING UPDATE

Officers will provide a report, to follow, on:

- Work with developers to reduce carbon emissions 'on site' and decrease the overall environmental impact of schemes
- Carbon offsetting policy – update
- Update on Energy strategy work for Planning

7. CABINET RESPONSE TO THE AIR QUALITY STRATEGY SCRUTINY REVIEW 1 - 10

8. CABINET RESPONSE TO THE CLIMATE EMERGENCY STRATEGY SCRUTINY REVIEW 11 - 22

9. WORK PROGRAMME 23 - 27

Initial scopes for the following proposed reviews are enclosed for discussion:

- Air Quality (part 2)
- Planning and impact on the Environment

There will also be an opportunity to identify other items for the Commission to consider, Cabinet member interviews, and attendance by deputy cabinet member for Low Traffic Neighbourhoods.

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

PART B - CLOSED BUSINESS

Item No.

Title

Page No.

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

DISTRIBUTION LIST 20/21

Date: 27 October 2020

EXCLUSION OF PRESS AND PUBLIC

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

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

Item No. 22.	Classification: Open	Date: 20 October 2020	Meeting Name: Cabinet
Report title:		Response to the recommendations of the Environment Scrutiny Report Air Quality July 2020	
Ward(s) or groups affected:		All	
Cabinet Member:		Councillor Catherine Rose, Leisure, Environment and Roads	

FOREWORD - COUNCILLOR CATHERINE ROSE, CABINET MEMBER FOR LEISURE, ENVIRONMENT AND ROADS

This report sits at the very heart of my portfolio's purpose. Tackling air quality is one of our greatest levers in our sustained response to the Climate Change Emergency, in order to make the permanent changes needed to protect ourselves, our children's lives and our planet.

I welcome the work and diligence that informed and shaped the recommendation's set out in the Environment Scrutiny Report into Air Quality earlier this year. The range and scope of what is recommended provides a necessary challenge at all levels across the council and the borough as a whole. Local action, leadership across London, bold initiatives and flexible and creative solutions are all critical parts of Southwark's response to these recommendations.

As I start my tenure as Cabinet Member responsible for Air Quality, I will use this commission's work, the report and the recommendations as the foundations of what I hope will be a productive, innovative and certainly busy time ahead.

I know that the intention of this report is to support, but not limit the scale of our ambition.

RECOMMENDATION

1. To receive officers' responses to Environment Scrutiny Commission's Report 'Air Quality' dated July 2020 for information.

BACKGROUND INFORMATION

2. On 14 July 2020 the Environment Commission presented their report 'Air Quality' to cabinet, which approved the report and its 20 recommendations. These recommendations focus on movement and its impact on air quality and covers a range of service issues across the council. This paper sets

out officers' response to each of the recommendations in the air quality report.

KEY ISSUES FOR CONSIDERATION

3. **Recommendation 1:** Develop an operational plan with partners to implement this, focusing on structural changes, informed by the ambitions of the Movement Plan and its associated deprivation data.
4. **Recommendation 2:** The Movement Plan needs to embed social justice at its core, ensuring the council prioritises interventions based on need and health inequalities. Organisational attention needs to be paid to teams and changes should be made to eliminate silo working and instead ensure cross-departmental cooperation embedded in our structures.

Mission one of the Movement Plan, Our equity framework, identifies three foundations of equity in movement; affordability, connectivity and accessibility and three secondary measures; health and wellbeing, air quality and safety. Mission one is central to the delivery of the plan. Further work is being done to develop working tools for embedding the equity framework in council processes to deliver the Movement Plan.

The Movement Plan has also developed further tools to improve coordination across the council. By providing a step change in the approach to movement this will take time to come to fruition.

5. **Recommendation 3:** Southwark Council should roll out a School Streets programme across every school in the borough. Where schools are sited on main roads and road closures are not possible, pavement widening should occur to make the area around the school safer and more attractive. School Streets should be seen as a starting point for more permanent change across the local/surrounding area that supports the whole journey to school.

The council has encouraged School Travel Plans for over 20 years. These have helped Southwark and schools to explore movement problems. In 2019, the council developed these plans further by introducing its School Streets programme which has been accelerated by the covid pandemic. So far the Southwark Streetspace Plan has created 24 direct School Street measures, with additional Low Traffic Neighbourhood (LTN) measures affecting a significant number of further schools. A further seven closures are proposed for schools in October/November and more are proposed for delivery in this winter and spring.

6. **Recommendations 4:** End the current diesel contract for Southwark fleet vehicles and switch to EV as soon as possible. Swap EV for sustainable transport / freight. Revisit our procurement strategy to ensure subcontractors have EV or a sustainable fleet. Set a cut-off date for compliance so that subcontractors have time to make the switch.

To be considered.

7. **Recommendation 5:** Drive down total private vehicle usage over time so that by 2030 only a limited number of EV vehicles are in common use on Southwark roads. Set targets for yearly traffic volume reduction. Adopt a local target to halve petrol and diesel road journeys by 2025, and by 90% by 2030, and encourage London Councils and the Mayor to do likewise.

The Movement Plan sets an ambition to reduce overall traffic levels, considering vehicle kilometres (distance travelled), borough vehicle ownership and types of vehicles. It is recognised that the covid pandemic has changed movement behaviours. The council responded by developing its Streetspace Plan which follows the ethos of the Movement Plan to respond to the short term challenges of covid. The Streetspace Plan aims to retain as many transport, health and environmental benefits as possible by accelerating the shift to active travel. The Streetspace Plan sets a target of maintaining 50% less driving than before the lockdown (in accordance with Southwark Climate Change commitment) and a corresponding increase in active travel.

The council, though, has limited tools to help deliver a reduction in private vehicle ownership and usage, with our parking controls and network management being the strongest. A series of proposals in both these areas are being explored by officers.

8. **Recommendation 6:** Support for the rollout of EV should be limited to; Car clubs, EV Bicycles and scooters, EV Commercial freight, EV Public transport.

The government is providing funding to deliver the council's Electric Vehicle Lamppost Charging programme through the Go Ultra Low City programme. This will assist the council in delivering its target of having an electric car charging point on every street, with an additional 200 charging points delivered by 2022.

Transport for London are delivering the Rapid Charging Network having delivered sites in 11 locations across the borough. There are also a number of private EV charging points on private land to ensure access, long term maintenance and security of infrastructure. In 2019/20 the council installed 150 lamppost charging points with further installations planned for 2020/21.

The council is also supporting the trial of electric scooters by private businesses across central London by providing parking bays on its highway land.

9. **Recommendation 7:** Lobby the GLA to ensure delivery of ULEZ expansion in October 2021. At present, the ULEZ expansion is only planned to extend from its current boundary (the Central Congestion Charging Zone) to the south circular meaning that parts of Southwark will be excluded when it is due to come into force in October 2021. It is important that all parts of

Southwark benefit from the ULEZ expansion and we should argue for the whole of the borough to be included.

Agreed, the borough has written to TfL to request an expansion of the ULEZ to the M25, so that the whole borough is included.

10. **Recommendation 8:** Lobby the GLA to introduce Road User Charging as a matter of urgency. As the Centre for London July 2018 report on Road User Charging¹ shows, road user charging is the most equitable way to allocate the use of road space across London

The borough supports the consideration of the use of road user charging and will continue to lobby the Mayor and GLA.

Recommendation 9: The Movement Plan (M5 – Action 11) envisaged an expansion of timed closures in high footfall areas. We recommend seeing this come forward as a matter of urgency with locations where pedestrian footfall is extremely high being potential candidates for early action. Locations could include – Bermondsey St, St Thomas St between London Bridge Station and Guys Hospital and Elephant Road (E&C).

Following the commencement of lockdown in March 2020, the council worked quickly to implement various emergency measures across the borough to prioritise social distancing in areas of high footfall. These included:

- *Rye Lane – footway widening from Holly Grove to Blenheim Road (outside Peckham Rye station) achieved by one way working traffic lights.*
- *Rye Lane – social distancing footway markings, suspension of parking bays / loading bays and signage at various heavily pedestrian trafficked locations (banks – ATM's, shops, supermarket) and with TfL diverted buses.*
- *Rye Lane – following on from above, full closure to all motor vehicles from junctions with Hanover Park to Copeland Road, with managed deliveries allowed 7-10am Mon to Sat.*
- *Walworth Road – suspension of loading bays and barriers, footway markings, setting up pedestrian queuing systems with barriers and signage on the pavements.*
- *East Street – queuing system to help social distancing established with barriers.*
- *Bermondsey Street – Footway widening by removing parking spaces.*

Officers are worked with TfL to widen footway by relocating parking on St Thomas Street. TfL widened footways on Borough High Street by closing traffic lanes, including Stoney Street into Borough Market. Officers are continuing to work with TfL to deliver further changes in the London

Bridge area, including reducing traffic and improving cycling on Duke Street Hill / Tooley Street, and Borough High Street. The council is seeking further enhancements to Bermondsey Street by introducing an experimental modal filter to reduce traffic to make it a better walking, cycling and economic environment.

11. **Recommendation 10:** Lobby TfL to: Extend the Low Emission Bus route programme to include the Old Kent Road and New Kent Road, the A215 corridor (Walworth and Camberwell), Tower Bridge Road and the Newington Causeway/Borough High Street A3 corridor, London Road (E&C) and Rye Lane.

Bring forward schemes that improve public transport in areas with poor air quality and poor PTAL provision in the central and northern parts of the borough. Promote bus and cycling only corridors (e.g. Rye Lane, Walworth Road). We should identify three 'corridors' such as this one and state an ambitious goal for them to be bus and car free in the near future).

Officers have been working with TfL to improve people's access to public transport. For the tube the council is working with TfL and developers to help deliver the Bakerloo Line Extension, facilitating a new ticket office for the E&C Northern Line Ticket Hall, and enhancing the public realm outside Kennington tube station. With Network Rail the council is improving walking and cycling to support the new second station entrance at Denmark Hill that is currently being built, investing reopening Camberwell Station and discussing possible enhancements to Rye Lane station. The council is supporting TfL's bus service planning and standards, the provision of 24 hour bus lanes, the introduction of Low Emission Buses and will continue to seek further benefits.

The borough hosted the first cycle superhighway and quietway and has been a leader in promoting cycling infrastructure on our own roads being led by the Southwark Cycling Plan. The council has funded the Southwark Spine and has been working with TfL to deliver more cycle hire sites, and is planning e-scooter parking bays.

Delivering any change in highway usage requires the careful consideration of all users, and growing population and surrounding land uses. The needs of shops (for servicing), people walking (crossings), using buses (bus stop environment), people cycling, etc is challenging to balance and requires careful planning and engagement to deliver. The borough continues to deliver on this challenging programme.

12. **Recommendation 11:** The council should make a commitment to repurposing 10% of kerbside car storage to cycle storage within the next 18 months. Need to decide how this would work in principle, particularly given the timescale. All new developments should provide a minimum of 2 secure cycle spaces per dwelling. Southwark should no longer grant car parking space in any new developments, other than Blue Badge.

The Movement Plan considers the growing need to change kerbside activities from parking to provide more space for walking, cycling and deliveries. This work has broadened the approach to implementing changes to the kerbside through various work streams to introduce Controlled Parking Zones, and rolling programmes to install bicycle parking hangars, car club bays and electric vehicle charging bays.

Cycle parking is provided through new developments by following the New Southwark Plan, with the new submission version using the latest GLA's Draft New London Plan cycling standards for all new developments. Our experience has shown that to ensure that cycle parking is used and popular we also need to encourage developers to provide high quality facilities. These high quality facilities need to enable a wide range of cyclists, for disabled bicycles, ideally cargo bicycles, family bicycles and trailers, and now e-scooters. This would need to be accessible and weatherproof and adhere to the London Cycle Design Standards.

13. **Recommendation 12:** Rollout secure bike storage in the tens of thousands, directly replacing car storage spaces and utilise bike storage as modal filters, where suitable. We recommend that this is part of planned and integrated programme of bike storage: On roads, At Transport hubs and near cargo bikes.

The current target is to double the amount of existing on street and off street cycle hangars by March 2022. This will increase the number of cycle hangars to over 500.

14. **Recommendation 13:** We recommend that Southwark adopts a maximum charge for bike hubs/hangers that ensures that is cheaper than car parking by space.

To be considered.

15. **Recommendation 14:** Introduce a borough wide programme of Low Traffic Neighbourhoods. These should be implemented: Over a wide enough area in order to realise the benefits of traffic evaporation, which has been shown to take place when there is a significant reduction of short journeys by car under 2km. As a priority in areas with high levels of public transport (high PTAL ratings), poor air quality, lower levels of car ownership, in areas of deprivation and where the programs would impact positively on local schools and hospitals. Where traffic may be displaced onto main roads, the council must monitor the impact on air quality, and mitigate negative effects in advance of implementation, possibly by widening pavements and creating cycle lanes, managing traffic to reduce vehicle idling time and introducing green screening programmes. In conjunction with the introduction of CPZ and a reduction of parking so the kerbside can be utilised for active travel and public realm improvements (such as pocket parks and cycle parking.)In conjunction with improvements to Public Transport and other work on adjacent main roads to increase cycling and other forms of active travel.

The aim of Low Traffic Neighbourhoods (LTNs) is to create a sufficient push for drivers and a pull to active travel modes. Currently the council is delivering several larger and more complex LTNs with their size being determined by the surrounding main roads. This includes two LTNs for Our Healthy Streets Dulwich, and the Walworth Low Emission Neighbourhood. The council is bidding for a third LTN around Great Suffolk Street for the second half of this year.

Working with the Guys and St Thomas Trust Charity (GSTTC) two further LTNS have been identified for the Camberwell and the Shorncliffe Road areas. These areas have high levels of air pollution and childhood obesity with the LTN centered around schools.

The council is steadily introducing CPZs, guided by councilors, to about 60% of the borough so far. The council is working with TfL to introduce, where possible, complimentary measures on the main roads surrounding LTNs to encourage greater modal change.

16. **Recommendation 15:** Incorporating sustainable freight/delivery hubs into all regeneration projects – Old Kent Road, Elephant & Castle and Canada Water. *This is supported, however much of the development projects have now been granted planning permission.*

Encouraging sustainable freight as part of other major town centre development schemes such as Aylesham Centre in Peckham, Butterfly Walk in Camberwell and the Morrison's site in Walworth. This can be incorporated into the ongoing discussions with the developers to provide.

Incorporating sustainable freight into Low Emission Zone/Neighbourhood and Liveable Neighbourhood projects. This is supported.

Co-ordinating skills sharing between the BIDs and local groups interested in setting up sustainable freight centres. This is supported.

Enabling/supporting local click and collections hubs in town centres/local centres across the borough. This is supported.

Developing its LTN programme which will give a competitive advantage for cargo bikes which can pass through permeable filters whereas motor vehicles may be taking a more circuitous route. The council is currently designing and introducing up to five LTNs with permeable filters that would provide cycle freight with an advantage.

17. **Recommendation 16:** Increase the cost of car parking for all motor vehicles other than those of Blue Badge holders, with steeper increases for owners of diesel cars, vans and large vehicles and for residential parking for those households with more than one vehicle.

The current status is that blue badge holders can park for free in our car parks and on paybyphone bays all day.

A diesel surcharge in pay and display bays was agreed by Cabinet through the budget setting process in 2020/21 and will be implemented this financial year. We are committed to implementing an emissions based charging policy aligned to the Council's movement plan and are considering options with a view to presenting a report to Cabinet this financial year.

18. **Recommendation 17:** Consistent with the Movement Plan, we recommend adding a cost to spaces and setting a target of a 5 % reduction per year in order to reach a goal of 50% reduction in parking over 10 years.

As part of overall review on parking and associated charges, a policy is in development and will follow the normal decision making route (see above referenced report). Note the reduction in spaces will potentially have an impact on the council's parking income account, though an increase in charging over the same period may negate some of that.

19. **Recommendation 18:** Introduce a borough-wide CPZ, renamed a Community Kerbside Zone.

A controlled parking zone is a name defined by National government and is therefore set in the legislation that the council uses to control parking. The council would need to take legal advice on whether the use of a different term such as a Community Kerbside Zone might cause any issues with parking enforcement, it certainly would not be able to be used in any of the legal documents that create the borough wide parking controls.

20. **Recommendation 19:** A borough-wide greenery programme to use native hedges to screen to against air pollution, ecological planting and also improve the environment and place making. Examples include allotments and wildlife sanctuaries.

To be considered.

21. **Recommendation 20:** A new Air Quality public health focused communication plan is needed that highlights serious harms to health and which explains why Southwark will take a similar approach to banning smoking, e.g. borough-wide action to tackle Air Quality. It must clearly explain the benefits and the incremental changes that will need to take place, over a period of time.

Alongside this, we need to launch a public education programme similar to the stop smoking campaign on the damage that poor air quality does - particularly to deprived residents. [Note: this is ever more important in the light of COVID-19 and its disproportionately detrimental effect on deprived and BAME communities and those living in areas of poor air quality].

Officer are currently reviewing the #onething campaign and are able to consider the above to ensure the content is relevant (including

connections to COVID-19) this is being developed with the assistance of the public health team.

Financial Implications

22. There are no financial implications associated with the recommendations set out within this report.
23. Any action plans arising from this report is expected to be contained within existing budgets. Any costs that cannot be contained within existing budgets will be incorporated within the council's budget setting process.
24. Staffing and any other costs connected with this report to be contained within existing departmental revenue budgets.

Legal Implications

25. This report asks Cabinet to receive officers' responses to Environment Scrutiny Commission's Report 'Air Quality' dated July 2020. There are no specific legal issues arising from this and the responses do of course accord with the Council's endeavours to improve the air quality within the Borough.
26. The proposed steps will need further consideration and it is noted that officers refer to the impact of Covid-19 and the disproportionate effect it is having on BAME communities. It is important that any decisions relating to air quality continue to be mindful of the provisions in the Equality Act 2010 and the need to have due regard of the effect of any decision on those people who share a protected characteristic.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Movement Plan	Transport Policy 160 Tooley Street	Sally Crew 020 7525 5564
Link (please copy and paste into your browser): https://www.southwark.gov.uk/assets/attach/9415/Movement-Plan-2019.pdf		
Draft Climate Change Strategy	Environment 160 Tooley Street	Chris Page 020 7525 7259
Link (please copy and paste into your browser): http://moderngov.southwark.gov.uk/documents/s89802/Appendix%201%20Climate%20strategy.pdf		

APPENDICES

No.	Title
None	

AUDIT TRAIL

Cabinet Member	Councillor Catherine Rose, Cabinet Leisure, Environment and Roads	
Lead Officer	Simon Bevan, Director of Planning	
Report Author	Sally Crew, Transport Policy Manager	
Version	Final	
Dated	12 October 2020	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team	12 October 2020	

Item No. 21.	Classification: Open	Date: 20 October 2020	Meeting Name: Cabinet
Report title:		Second Environment Scrutiny Commission report on the Climate Emergency Strategy	
Ward(s) or groups affected:		All	
Cabinet Member:		Councillor Johnson Situ, Climate Emergency, Planning and Transport	

FOREWORD - COUNCILLOR JOHNSON SITU, CLIMATE EMERGENCY, PLANNING AND TRANSPORT

Climate change is the greatest threat to society. Its effects can be seen across the world from the melting of the polar ice caps, to the devastating forest fires in Australia, to the floods that have ravaged communities here in the UK and the air pollution that impacts thousands every year including here in Southwark.

Tackling the climate emergency requires international co-operation, but it is also dependent on radical local action. Southwark Council has already acted to reduce our carbon footprint and air pollution, but we know we need to do more to address this challenge.

With our refreshed Council Plan, we are putting the environment at the heart of everything we do as a council. We are improving energy efficiency in our council homes, planting thousands more new trees, and promoting walking, cycling and public transport over private car use.

The climate emergency has been brought into sharper focus during the coronavirus pandemic. It has demonstrated the need for places and communities to become more resilient. It has also highlighted the major impact human activity has on the air quality and carbon emissions. There is now a window of opportunity to ensure our recovery from this pandemic is rooted in addressing these immense environmental challenges, one that is matched by our commitment to reduce inequalities. Southwark's climate conference is an essential part of building that vision and acting as one borough together.

This report details the Cabinet's response to the Environment Scrutiny's review of the Climate Emergency Strategy. I welcome the review's findings and this report commits to including our response in final version of the Climate Strategy. I would like to put on record my thanks to the Environment Scrutiny Commission and the community experts that supported them to develop an important review on Southwark's journey to be Net Zero by 2030.

RECOMMENDATIONS

Recommendations for the Cabinet

1. That cabinet notes the recommendations made by the environment scrutiny commission and agrees the response set out in this report.
2. That officers act upon the response agreed by cabinet as part of the corporate strategy on tackling the Climate Emergency.

BACKGROUND INFORMATION

3. The global challenge from climate change is unprecedented and urgent action is required now to tackle it. In March 2019, the council declared a climate emergency which recognised the scale and scope of the crisis and committed the council to doing all that it can to make the borough carbon neutral by 2030.
4. In July 2019 the council hosted a climate summit in response to the declaration. Officers were asked to develop a climate change strategy. In October 2019, Cabinet agreed the report “Delivering a Climate Strategy for Southwark” which agreed a timetable to develop and deliver a climate strategy for Southwark.
5. Following the summit, the council’s environment scrutiny commission invited the cabinet member with officers to present evidence on the draft road map as well as taking evidence from other witnesses. The commission made a series of recommendations to cabinet which were received by Cabinet in October 2019. Cabinet reported back on the commission’s recommendations in February 2020.
6. In July 2020, Southwark Council published its draft climate change strategy at full Cabinet. It was agreed that the draft strategy be consulted on and that officers consider the consultation response before bringing a final climate strategy to cabinet for approval. Officers were also asked to develop a climate action plan which will set out the timescales, methods and resources for implementing a final climate change strategy.
7. In response to this draft strategy, the Environment Scrutiny Commission produced a second report with recommendations on the focus, principles, themes, engagement process and data put forward in the draft July document. This paper is a response to these recommendations.

KEY ISSUES FOR CONSIDERATION

8. The draft climate change strategy is currently going through a full engagement programme and consultation which started in March 2020. The initial phase of online engagement ran from March to July which fed into the draft strategy that came to cabinet in July. This initial phase of engagement was not sufficient to deliver a final strategy due to the impact

that COVID-19 had on our ability to have in depth conversations with residents. Since the draft strategy has been published, we have continued to ask residents for their views which will feed into a final strategy that we will look to publish by the end of the year. As lockdown regulations have been eased, we have been able to run socially distanced consultation events in public spaces to gather these views directly.

9. The commission continues to play a supportive and proactive role in shaping the strategy. The commission report that came to July Cabinet is set into nine clear areas of focus, with 16 recommendations split across these nine themes. The commission's report emphasises the need to recognise that our climate is fundamentally interconnected and we need to act collectively in order to tackle the climate emergency. They also emphasise that the COVID-19 pandemic has shown us that a swift and wide-reaching response to a global crisis is possible.
10. This report is intended to respond to the recommendations of the commission and indicate how the council plans to take these forward. These recommendations will form part of the ongoing consultation on the draft strategy and where applicable, officers will work to embed them into the final strategy.
11. This report is a response to this set of recommendations put forward by the commission, but we hope that the commission continues to play an active part in the process going forward as the final strategy is delivered.

Policy implications

12. The commission made 16 recommendations which are set out below along with corresponding actions.

Recommendation 1

13. The Climate Emergency is reframed to include the wider Ecological Emergency, with a commitment to work towards staying within safe Planetary Boundaries, and this shift is tested in the engagement process.

Proposed response

- a. The draft strategy recognises that ecological protection is a crucial element of fighting climate change and already includes numerous ecological aspects and commitments to biodiversity. These include but are not limited to providing free biodiversity protection and maintenance training, supporting community rewilding and removing pesticide use.
- b. We therefore feel that the strategy does not need to be reframed. Our council commitment is to tackling a climate emergency and it is important that this strategy directly reflects this commitment. It is also important that we reflect that ecological protection is a part of our

wider climate emergency rather than a separate issue. We are consulting on all aspects of the strategy and ecological protection will be a key part of this.

Recommendation 2

14. Include a strand in the strategy for Restoration, which includes increasing carbon absorption and improving the biosphere and link to present biodiversity plans.

Proposed response

- a. We agree that restoration is a vital element of redressing carbon emissions and we will need to engage with it as part of our commitment to carbon neutrality. We must be willing to adapt planning policy to focus on restoration rather than redevelopment where possible. We will consider this recommendation as part of the consultation on the draft strategy.

Recommendation 3

15. Alongside this develop an action plan and work with other London councils and with Government to seek to secure the policies, funding and powers we need to restore nature nationally and, locally to stop wildlife habitats from being destroyed, managing land in a sustainable way that is sympathetic to wildlife and creating and caring for wildlife-rich spaces in every part of the city.

Proposed response

- a. We agree with the recommendation that our own commitments on wildlife and habitats should sit alongside commitments from national government and other bodies. To have a cohesive and effective approach to the biodiversity crisis, we must work together at all levels of policy and action.
- b. In our draft strategy, we have included actions that need to happen on a national, London and individual level to protect and restore wildlife and habitats in Southwark alongside our own. Our priorities are our local conditions and opportunities and we will proactively work with other councils and national government to ensure the borough is able to protect habitats and wildlife as much as possible.
- c. We will also be heavily building on the work of the Southwark Nature Action Plan (SNAP) published this year. The SNAP sets out a vision for the continued protection, conservation and enhancement of nature in the borough and recognises that urgent action needs to be taken to respond to the decline of species and habitats.
- d. There are many areas where we can act now without additional

resources or policy changes from external bodies and we are keen to hold ourselves to account in the first instance.

Recommendation 4

16. The final consultation on the draft strategy must overlay information on emissions and deprivation to enable people to make informed responses to the strategy and the collective work of reducing emissions, underpinned by the commitment to an inclusive, fair and Just Transition.

Proposed response

- a. We agree with this recommendation that any transition away from carbon emission must be just, inclusive and fair. In our engagement work we have actively sought to engage with residents from deprived communities to ensure that those often most impacted by the fallout of climate change are properly represented. We are firmly committed to a just transition so will look into how best to use deprivation data to deliver this as part of our action plan.

Recommendation 5

17. Map both emissions and consumption data.

Map deprivation data and overlay this with emissions data to generate and prioritise the most effective actions that enable an inclusive, fair and Just Transition.

Investigate digital twin AI technology.

Proposed response

- a. We support this recommendation and will explore mapping emission and consumption data to generate and prioritise an approach that enables a just transition. We will also investigate living digital simulation models as a tool to identifying local policy responses as part of our action plan.

Recommendation 6

18. Engage with the Youth Council, youth environment groups, and other young people to set up an environment Youth Council.

Engage with Eco Councillors in schools (primary schools are working remotely with more and more children attending).

Early action to engage with communities that might not easily be able to engage digitally or where the climate change agenda has not featured people's views equally, including BAME, older and disabled people.

Proposed response

- a. We agree with the recommendation that proactive engagement with young people and those that work with young people is a necessary part of the consultation on the draft strategy. We will actively seek to engage with the youth council and youth environment groups on our draft strategy and look to set up an environment youth council that will feed into our work on the climate long term. We have already met with our Young Advisors to discuss how best to engage with young people long term on the climate, and will be working closely with colleagues on the youth review.
- b. We are keen however, that youth engagement on the climate emergency is owned and led by young people themselves where possible. The discussions and findings coming out of youth groups on this topic should be free from significant interference or involvement by the council, to ensure that they are organic and meaningful.
- c. Our ability to engage with groups who are less digitally engaged has been significantly impacted by the emergence of the COVID-19 pandemic. Our priority has been engaging with residents in a safe and socially distanced way, which has meant we have been required to frequently use online resources. We will however continue to engage with those unable to access digital service social distancing permitting.
- d. Unfortunately COVID-19 is still a significant influence on the way we engage with our residents. However, we have already produced some socially distanced events in parks and will continue to look at safe and engaging ways to reach out to those who are not digitally engaged.

Recommendation 7

19. Engage with the local BIDS as part of the consultation strategy

Proposed response

- a. We agree with the recommendation and will look to engage with the local BIDS and the wider business community as part of the consultation on the draft strategy.

Recommendation 8

20. Adopt a local target to halve petrol and diesel road journeys by 2025, and by 90% by 2030, and encourage London Councils and the Mayor to do likewise.

Develop an operational plan with partners to implement this focusing on structural changes, informed by the ambitions of the Movement Plan and its associated deprivation data.

Proposed response

- a. This recommendation provides an ambitious target that would benefit our wider commitment to carbon neutrality by 2030. We will need to run viability tests on this target, but will look to implement it as part of our strategy if possible.
- b. It is worth noting that our current movement plan already presents a range of ambitious options that would lead to a significant drop in petrol and diesel road journeys by 2025, including Southwark cycle spine, a walking network and borough wide parking controls. London Councils have also set a target of halving road journeys made by petrol and diesel vehicles between 2020 and 2030.
- c. The draft strategy also includes a range of policies that would lead to a significant decrease in petrol and diesel vehicle journeys, including implementing a diesel surcharge of 50%, creating 'diesel free zones' and introducing a car parking levy on work placed car parking

Recommendation 9

21. The Commission is aware of the significance of the New Southwark Plan in relation to the delivery of Southwark's overall climate goals. The Commission is keen to ensure that Southwark delivers on its ambitions for both zero/low carbon growth and improvements to biodiversity.

Proposed response

- a. Planning officers are currently undertaking a review of the energy policies as well as the environmental, waste, transport and open space policies. Planning officers are currently preparing a review of the Carbon Price and the Carbon Offset Fund. This financial contribution is made when development is not net zero. The management of the fund will offset the carbon emissions generated onsite by the development not being net zero. This report and a draft of the reviewed Energy policy for the NSP and Climate Emergency Policy for the OKRAAP will be taken to December cabinet.

Recommendation 10

22. A focus on reducing carbon emissions onsite, by requiring a minimum of 40% on 2013 Building Regulations Part L and zero carbon (100%) for non-residential developments. The review of Policy P69 Energy in the NSP is currently being reviewed and subject to viability testing, we are looking to increasing onsite carbon reduction. This policy will go to December cabinet. We are currently taking a policy to examination which includes meeting the 2050 target for net zero carbon. We are currently reviewing a policy to achieve net zero carbon by 2030.

Proposed response

- a. Planning officers are currently preparing a review of the Carbon Price and the Carbon Offset Fund. This financial contribution is made when development is not net zero. The management of the fund will offset the carbon emissions generated onsite by the development not being net zero. This report and a draft of the reviewed Energy policy for the NSP and Climate Emergency Policy for the OKRAAP will be taken to December cabinet.

Recommendation 11

23. Reduce embodied carbon and conserve resources in construction, by utilising the work of the London Waste and Recycling Board work on the Circular Economy and the Net Zero Carbon Buildings: A Framework Definition.

Proposed response

- a. Planning officers are reviewing the Energy policy in the New Southwark Plan to include emerging work on the management of waste and the Circular economy, as well as Net Zero Carbon development. Planning officers will review these documents during the policy review process.

Recommendation 12

24. Include a policy on investment of Carbon Offsets in the Climate Emergency strategy, which is subject to consultation.

Proposed response

- a. The work being done on carbon offsets is happening separately and proposals will be brought forward in the autumn.

Recommendation 13

25. Ensure the price of Carbon Offsets can save a tonne of carbon (e.g. at least £90 per tonne and consider £120 per tonne).

Proposed response

- a. We are already working on this. The current carbon price will rise from £60 to £95 per tonne once the New London Plan is adopted. In the meantime we are undertaking work to prepare an updated Southwark cost of carbon which will consider a number of increased pricing options that will start from £95 per tonne. All options will be tested for viability. The preferred option will need cabinet approval and subsequent adoption through an SPD.

Recommendation 14

26. Support community schools to adopt community energy, as a first stage in rolling out Community Energy.

Proposed response

- a. The draft strategy makes reference to community energy as a potentially viable solution to inefficient energy programmes in the borough, namely investigating the creation of a community municipal investment bond for renewable energy. We will look at the roles community schools can play in adopting community energy as part of this approach.
- b. More research and viability testing needs to be done in this area before we can commit to rolling out Community Energy across the borough. However we will work to propose community energy as a method to tackle inefficient energy use as findings emerge.

Recommendation 15

27. Invest a proportion of our Carbon Offset funds into Community Energy, subject to consultation in the Climate Emergency strategy.

Proposed response

- a. As our policy on carbon offsetting and the cost of carbon is still being developed we cannot commit to investing a proportion of the fund into community energy at this stage.

Recommendation 16

28. Set out a plan for mapping and identifying viable PV sites in Southwark, starting with community schools

Proposed response

- a. We will set out an action plan in the new year that includes work on all aspects of reducing carbon emissions. We will prioritise work that has the greatest saving. Using PV (such as solar panels) is one of the options that will be considered but not the only one. Therefore we cannot commit to the above recommendation at this point in time.

Community impact statement

29. The council is committed to exploring all available opportunities for the borough to be carbon neutral by 2030. As set out in the report above, the council wants to engage with the widest range of residents including potentially through citizens juries. As also set out in the report, the council

will take steps to reach harder to reach or potentially under represented groups.

30. The council is committed to the values of a fairer future for all, and as detailed in this report is also committed to narrowing social inequality and injustice. This will shape both consultation and subsequent policies.

Resource implications

31. Recommendations supported in this paper will be taken into account as part of the ongoing consultation on the draft strategy. There are therefore no further resource implications from this paper.

Legal implications

32. There are no significant legal implications arising from the recommendations in this report.

Financial implications

33. There are no financial implications arising directly as a result of this report.

Consultation

34. This report recommends that the views of the commission and the response from cabinet in this report form part of the ongoing consultation on the climate strategy.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

35. The report recommends that cabinet notes the recommendations made by the environment scrutiny commission and agrees a number of actions to be taken account of in the ongoing consultation on the climate strategy
36. There are no significant legal implications arising from the recommendations in this report but the director of law and democracy and her staff will provide advice to officers on any legal and governance issues arising during development of the strategy. The cabinet will need to ensure that the public sector equality duty is taken into account in developing and finalising this policy i.e. to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between people with protected characteristics and others.
37. This report is being considered by the cabinet in accordance with the cabinet rules in the constitution.

Strategic Director of Finance and Governance

38. The strategic director of finance and governance notes that there are no immediate financial implications arising from this report.
39. Any cost implications for future years will need to be incorporated within the council's annual budget setting process.
40. Staffing and any other costs connected with this report to be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Second Environment Scrutiny Commission report on the Climate Emergency Strategy	Constitutional Team, Southwark Council	Everton Roberts 020 7525 7221
Link (please copy and paste into your browser): http://moderngov.southwark.gov.uk/documents/s89800/Appendix%20A%20Second%20Environment%20Scrutiny%20Commission%20report%20on%20the%20Climate%20Emergency%20Strategy.pdf		
Tackling the Climate Emergency Together – Southwark's Strategy to become Carbon Neutral by 2030	Constitutional Team, Southwark Council	Everton Robert 020 7525 7221
Link (please copy and paste into your browser): http://moderngov.southwark.gov.uk/documents/s89802/Appendix%201%20Climate%20strategy.pdf		

APPENDICES

No.	Title
None.	

AUDIT TRAIL

Cabinet Member	Councillor Johnson Situ, Climate Emergency, Planning and Transport	
Lead Officer	Caroline Bruce, Strategic Director for Environment and Leisure	
Report Author	Tom Taylor, Policy and Research Officer	
Version	Final	
Dated	9 October 2020	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team		9 October 2020

Scrutiny review proposal

1 What is the review?

Air quality – part two

2 What outcomes could realistically be achieved? Which agency does the review seek to influence?

A Effective implementation of Low Traffic Neighbourhoods (LTN), by the council and partners, to ensure that they deliver better air quality for all Southwark citizens, particularly those residents most at risk from the adverse impacts of poor air quality (children, BAME people, older people, disabled people, people living in deprivation etc.).

B Tracking additional council and TFL measures to reduce and mitigate transport emissions in Southwark.

C Making recommendations to the council and relevant partners in order to reduce other sources of air pollution, not covered in depth by the previous scrutiny review on Air Quality in 2019/20

3 When should the review be carried out/completed? *i.e.* does the review need to take place before/after a certain time?

Completed by Spring 2021

4 What format would suit this review? (e.g. full investigation, q&a with executive member/partners, public meeting, one-off session)

Investigation over the course of the administrative year.

5 What are some of the key issues that you would like the review to look at?

A Implementation of LTNs, including investigating how emissions on side roads and main roads are measured, as well as other areas with more vulnerable populations including schools, health and care settings.

B Ensuring that LTNs are safe and that emergency services have been

engaged to allow adequate access.

C Following up the recommendations to reduce transport emissions made by the Environment Scrutiny Commission, in the previous administrative year, in their Air Quality review.

D Examining other causes of poor Air Quality, specifically air pollution caused by:

- domestic and commercial heating systems,
- industrial and construction process,
- and smaller sources emitted by agriculture, forestry and fires.

See more here: <https://www.breathelondon.org/pollution-sources/>

6 Who would you like to receive evidence and advice from during the review?

- Cllr Catherine Rose, Cabinet Member for Leisure, Environment & Roads
- Cllr Radha Burgess, Deputy Cabinet Member for Low Traffic Southwark
- Council officers from Highways and Planning Policy delivering LTNs and other work to reduce transport emissions
- Guy's and St Thomas Trust Charity (GSTTC) – who are part funding Southwark's LTNs
- The Fire Service on emergency access to LTNs
- Air Quality and Environment officer leads
- Officers from planning and building services who have responsibility for reducing heating and construction emissions

7 Any suggestions for background information? Are you aware of any best practice on this topic?

Expertise on reducing sources of non transport based air pollution (to be identified)

8 What approaches could be useful for gathering evidence? What can be done outside committee meetings?

e.g. verbal or written submissions, site visits, mystery-shopping, service observation, meeting with stakeholders, survey, consultation event

Officers, GSTTC, and the fire service will be providing evidence.

Scrutiny review proposal

1 What is the review?

Planning and the Environment

2 What outcomes could realistically be achieved? Which agency does the review seek to influence?

The review seeks to principally influence Southwark's planning service in order to improve the quality of Southwark's environmental polices in development; performance against current planning policy objectives; and delivery of the planning service .

The overriding aim of the review is to positively impact on Southwark's built environment and address the Climate Emergency, with specific reference to reducing carbon, pollutants, safeguarding scarce resources and improving biodiversity.

3 When should the review be carried out/completed?*i.e. does the review need to take place before/after a certain time?*

Spring 2021

4 What format would suit this review? (eg full investigation, q&a with executive member/partners, public meeting, one-off session)

Full review over the course of the administrative year.

5 What are some of the key issues that you would like the review to look at?

Officers have indicated that the following planning policies are under review in their response to recommendation on Planning contained in the 2019/20 scrutiny review of the emerging Climate Emergency Strategy :

- Energy (specifically the energy policy for the NSP due to go to cabinet December 2020),
- Environmental (specifically the Climate Emergency Policy for the OKRAAP due to go to cabinet December 2020),
- Waste,
- Transport and
- Open space policies.

Review of the Carbon Price and the Carbon Offset Fund.

Increasing the amount of carbon reduced 'on site' by:

- Establishing current performance 'on site' against NSP targets,
- Investigating how this can be improved over time.

Investigate work currently being undertaken by officers with developers and in Planning to reduce the overall negative environmental impact of construction in Southwark (including carbon, pollutants, and use of scarce resources) and further work that could be undertaken to improve the environmental impact of schemes over the whole lifecycle of a building.

6 Who would you like to receive evidence and advice from during the review?

Cllr Johnson Situ, Cabinet Member for Climate Emergency, Planning & Transport

Planning policy officers

7 Any suggestions for background information? Are you aware of any best practice on this topic?

Expertise in improving the environmental impact of construction and planning policies will be identified.

8 What approaches could be useful for gathering evidence? What can be done outside committee meetings?

e.g. verbal or written submissions, site visits, mystery-shopping, service observation, meeting with stakeholders, survey, consultation event

Planning officers will update the Commission. Other experts and fieldwork will be identified.

ENVIRONMENT SCRUTINY COMMISSION**MUNICIPAL YEAR 2020-21****AGENDA DISTRIBUTION LIST (OPEN)****NOTE:** Original held by Scrutiny Team; all amendments/queries to Fitzroy Williams Tel: 020 7525 7102

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