

Environment and Community Engagement Scrutiny Commission

Wednesday 20 September 2023
7.00 pm
160 Tooley Street, London, SE1 2QH

Membership

Councillor Margy Newens (Chair)
Councillor Graham Neale (Vice-Chair)
Councillor Youcef Hassaine
Councillor Reginald Popoola
Councillor David Watson
Councillor Cassandra Brown
Councillor Leo Pollak

Reserves

Councillor John Batteson
Councillor Rachel Bentley
Councillor Gavin Edwards
Councillor Natasha Ennin
Councillor Renata Hamvas
Councillor Adam Hood
Councillor Kimberly McIntosh

INFORMATION FOR MEMBERS OF THE PUBLIC

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Contact Julie Timbrell on 020 7525 0514 or email: julie.timbrell@southwar.gov.uk

Members of the committee are summoned to attend this meeting

Althea Loderick

Chief Executive

Date: 12 September 2023



Environment and Community Engagement Scrutiny Commission

Wednesday 20 September 2023
7.00 pm
160 Tooley Street, London, SE1 2QH

Order of Business

Item No.	Title	Page No.
	PART A - OPEN BUSINESS	
1.	APOLOGIES	
	To receive any apologies for absence.	
2.	NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT	
	In special circumstances, an item of business may be added to an agenda within five clear working days of the meeting.	
3.	DISCLOSURE OF INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensations in respect of any item of business to be considered at this meeting.	
4.	MINUTES	1 - 5
	To approve as a correct record the Minutes of the meeting held on 10 July 2023.	
5.	REVIEW: BIODIVERSITY - LAMBETH COMMUNITY WEEDING	
6.	REVIEW: BIODIVERSITY - PESTICIDE ACTION NETWORK PAN UK	

Emma Pavans de Ceccatty, Project Manager - Pesticide-Free Towns (PFT) will present with reference to the below:

- [Guide to going pesticide-free for local authorities](#)
- [And the Cost of Going pesticide-free](#)
- [Pavement plant guide](#)
- [Alternatives to Herbicides](#)

7. AIR QUALITY PARTICULATES: IMPERIAL UNIVERSITY

Dr Ian Mudway will present on Air Quality and particulates from tyre, brakes and road dust.

8. AIR QUALITY PARTICULATES: SUSTAINABLE TYRES

ENSO Ltd will present.

9. STREETS FOR PEOPLE

6 - 39

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

10. SOUTHWARK LAND COMMISSION

Councillor McAsh, vice chair of the Southwark Land Commission and Cabinet Member for Climate Emergency, Clean Air and Streets, will present.

11. CABINET RESPONSE TO SCRUTINY REVIEW: FINANCING SOUTHWARK'S GREEN TRANSITION

40 - 53

12. CABINET RESPONSE TO SCRUTINY REVIEW: RESIDENT PARTICIPATION FRAMEWORK

54 - 67

13. WORK PROGRAMME

Item No.

Title

Page No.

EXCLUSION OF PRESS AND PUBLIC

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

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



Environment and Community Engagement Scrutiny Commission

MINUTES of the OPEN section of the Environment and Community Engagement Scrutiny Commission held on Monday 10 July 2023 at 7.00 pm at 160 Tooley Street, London, SE1 2QH

PRESENT: Councillor Margy Newens (Chair)
Councillor Graham Neale
Councillor David Watson
Councillor Cassandra Brown
Councillor Leo Pollak

OTHER MEMBERS PRESENT:

OFFICER SUPPORT: Tara Quinn, Head of parks and Natural Environment, Environment and Leisure
Julian Fowgies, Tree Services Manager, Environment and Leisure
Jon Best, Ecology Officer, Environment and Leisure
Julie Timbrell, Project Manager, scrutiny

1. APOLOGIES

Apologies for absence were received from Councillor Ketzia Harper and Councillor Reggie Popoola.

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

There were none.

3. DISCLOSURE OF INTERESTS AND DISPENSATIONS

There were none.

4. SOUTHWARK NATURE ACTION PLAN (SNAP) AND TREE MANAGEMENT

The chair drew the Commission's attention to the report on Southwark Nature Action Plan (SNAP) and Tree Planting Progress, and explained that this item is to support the planned review into Biodiversity.

The following officers were invited to present:

- Tara Quinn, Head of parks and Natural Environment, Environment and Leisure
- Julian Fowgies, Tree Services Manager, Environment and Leisure
- Jon Best, Ecology Officer, Environment and Leisure

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

- There is a new government requirement to deliver and produce a nature action plan to deliver biodiversity net gain, which means the SNAP will be reframed and updated.
- In response to a question on capacity and resources officers explained there will be additional capacity provided through the planned appointment of a biodiversity project officer, who will particularly focus on the tree planting programme.
- Measures are being taken to protect vulnerable trees, which now go on a list and are watered every week or two.
- Members relayed concerns from residents that there is not enough collaboration between Tree Maintenance and Parks regarding care of tree watering bags, with reports of problems with bags been strimmed; not being resilient enough and being damage by rats. Officers said that they recognise that feedback and have been acting on these problems by buying better bags and issuing communication to park maintenance personal to be careful.
- The Ecology Officer said that he is invited to comment on Major Development plans and makes conditions, such as incorporating insect hotels, swift and bee bricks, bat tubes, green roofs, a mix of grass and promoting biodiversity net gain. He commented that photo – electric measures such as solar are complimentary to green roofs.
- Members asked about his role in smaller applications and the Ecology Officer commented that he does minor applications up to 9 units and occasionally comments on householder applications.
- Members asked about creating a dark sky borough and the Ecology Officer said that they do ask developers to think about light especially near parks. There is also a curfew applied to certain sports parks. There is a dialogue

about creating dark bat corridors. A rare type of bat has been found in local woods, which has increased its range. Canada Water is considered dark.

- The Tree Services Manager was asked about use of wood timber. He said that the council do wood chip timber from parks and also encourage people to get in touch. This is cost neutral.
- Members asked about the poor performance of tree contractors, which led to trees dying last year in the hot weather. The officer said that the council have identified two suppliers that have not come up to performance standards, and did not provide the young trees with sufficient water. There is a contractual obligation to replace these trees. These contractors will be excluded from future awards. He went on to explain that the new tree planting role is bespoke so will be able to improve monitoring.
- The council is looking particularly at opportunities to improve canopy cover in the north of the borough as this is sometimes as low as 8% , whereas there is around 20% in the south of the borough. Officers have commissioned reports and dealt with low hanging opportunities such as replacement, and are now looking at tree pits and other methods to improve rooting facility.
- Members commented that constituents often contact ward councillors regarding trees felling, as residents do get upset at loss of neighbourhood trees. Members said they realised this is almost always because of disease or some other health & safety consideration, however they asked what more could be done to communicate the reasons to residents. The Head of Parks and the Natural Environment said that an update to the website is due to improve communication. She added that there are opportunities to improve communication through use of social media to explain the inspections programme, as well as promoting the good work the council is doing to improve tree cover and opportunities to get involved with local tree groups.
- Members asked about the River Thames and the completion of the Super Sewer, and if this presented an opportunity to engage with the Thames as a natural asset and improve foreshore habitats. The Ecology Officer said that the council do connect with various groups. There is a problem with the sheer walls but in places there are opportunities such a wall set back in Surrey Docks Farm. A project at a wharf tried an approach to improve biodiversity, which did not work, however now there is new technology and funding opportunities, and there might be an opportunity to create a Sand Martin bank.
- Members asked about water sources and if the council ought to retrofit water butts and make these a condition of Planning. Officers said that they do provide stand pipes using water from the Thames, however there is a cost. There is also mobile sources of water. Members asked about water butts on estates in particular. Officer said that they are working on a project

to move water around Russia Dock, and welcomed the proposal to make water butts a condition of planning.

- Officers were asked why there is a 24% target for canopy cover and were told this was the Mayor of London's target. The council is due to make another assessment and hope that canopy cover will have improved, however they said that new development can significantly reduce tree cover, although they will have tree mitigation plans in the longer term to increase cover.
- Members asked about use of glyphosate in parks and were told that it is not used as a matter of course. Exceptions are Japanese Knotweed, and other another invasive species, where it tends to get painted on the plant, rather than sprayed. Officer said that use on streets is limited to once or twice a year.
- Members asked about community engagement and officers reported that they have started to engage with schools to encourage more planting outside and inside schools. They added that the Peckham Woods worked well for engagement and is a model of good practice. The Head of Parks and Natural Environment said there these initiatives were linked to an engagement plan.
- Members commented that loss of front gardens is often linked to creating a car parking stand and asked officer if they had any data on this. Officers said that wildlife gardening can be combined with parking.

RESOLVED

Officers will provide more information on loss of front gardens, the scale of the problem and how this can be mitigated or prevented.

5. SUSTAINABLE FREIGHT SCRUTINY REVIEW

The chair drew members attention to the headline report, circulated with the agenda, summarising the work conducted last year.

The chair recommended that this is completed with some final evidence taken to address the following gaps :

- TfL/ GLA plans to support Sustainable Freight are understood and that these bodies are lobbied effectively to support the Council's plans.
- How the Council and Business Improvement Districts can deliver Nests to enable hubs to receive, and then deliver the 'last mile' of online shopping by e cargo bikes.
- How to best encourage and enable citizens to make the switch to Sustainable Freight – for example opting for "click and collect" rather than door-to-door delivery.

In addition, following the interview with the Cabinet Member for Leisure, Parks, Streets & Clean Air, at the last meeting of the previous administrative year, the Commission resolved to request the following briefings that intersect with the review and will be requested for the November meeting:

- How the weight of vehicles [with reference to the growing number of Electrical Vehicles (EV) and their increased weight due to battery size] and consequent impact on increased production of tyre and other particulates, plus increased morbidity and mortality if involved in accidents, is being considered, and the link with emission based parking charges.
- Updated information on car ownership using ONS data overlaid with parking provision.

RESOLVED

The commission members supported this and in addition suggested that the commission:

- hear from the Port of London on work to increase river freight , including an initiative at Bank Side,
- investigate a planning application for a cargo hub / distribution centre at Old Kent Road,
- hear from sustainable tyre manufactories,
- Invite Imperial to give evidence on brake and tyre dust.

6. WORK PROGRAMME

Members discussed the work programme. The chair advised that, in addition to the work plan circulated, the Overview and Scrutiny Commission had recommended that a joint review be conducted between the Environment and Community Engagement Scrutiny Commission and the Health and Social Care scrutiny commission looking a how Streets for People can improve Air Quality.

The commission discussed seeking an update on recommendations from the previous Energy review undertaken in 2021/22, possibly though an interview with the cabinet member New Homes and Sustainable Development.

The meeting ended at 8:10pm.



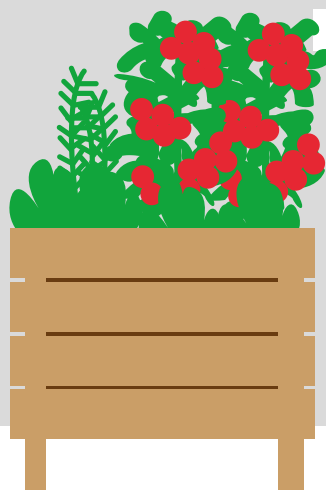
STREETS FOR PEOPLE

LONDON BOROUGH OF SOUTHWARK

Southwark's transport strategy 2023 – 2030

Contents

Foreword	1
Introduction	2
Our Vision	6
Our Pledges	7
Southwark Context	8
Structure of the Strategy	10
Principles for Delivering Streets for People	12
Streets for Communities	13
Streets for Journeys	17
Streets for the Economy	22
Streets for Nature	26
Monitoring and Reporting	29
Endnotes	30



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



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.

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.

***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.

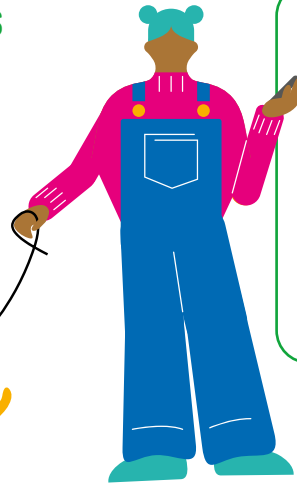
Cycling: incorporates the action of moving at speed on a wide range of pedal-powered wheeled transport that may be powered with hands and/or feet, may transport one or more person, may or may not include e-assist and usually have between two and four wheels.

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.

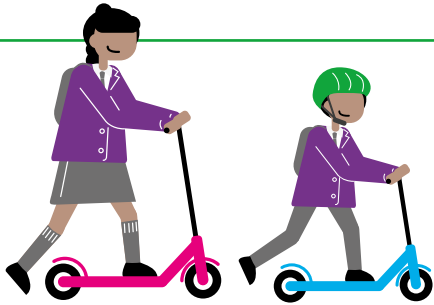
We will reclaim space for our communities to connect and socialise; for safe and healthy journeys; a thriving local economy and our natural world. Fewer cars, vans and lorries will lead to better air quality and a healthier environment.



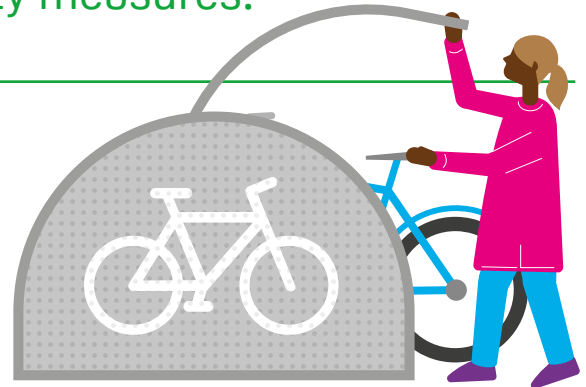
Our Pledges

By 2030, we promise:

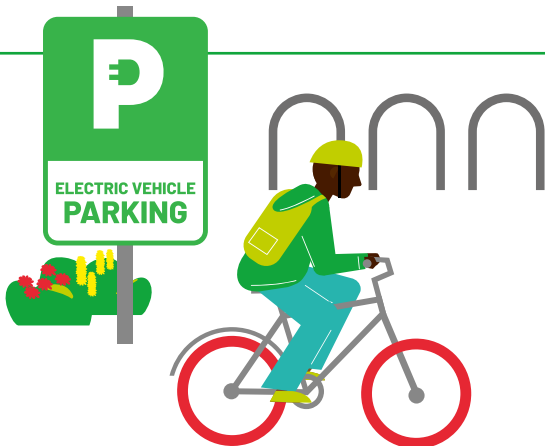
Your home will be within 200m of a safe and pleasant walking route.



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

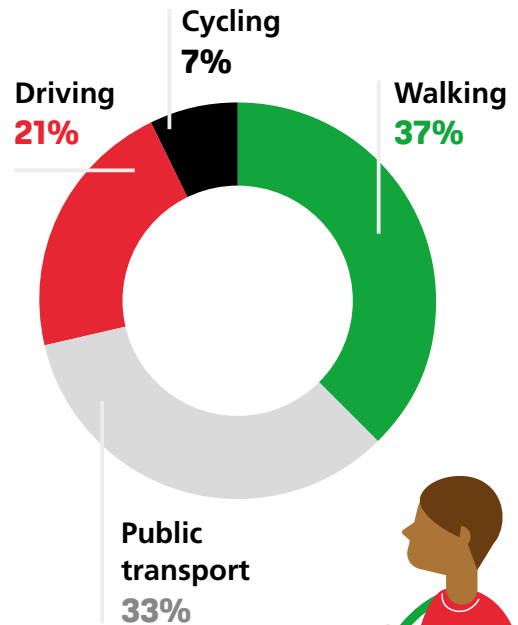
A lot of people in Southwark already walk, cycle, or use public transport. Just four out of ten households in Southwark have a car⁸ and of these, only 22% use it as their main mode of transport.⁹ Looking at the overall share of each mode of transport in the borough, walking is the most common (37%), 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.

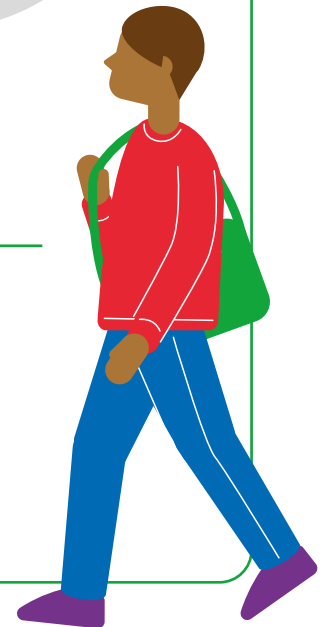
In 2021, 166 people were seriously injured and there were four fatalities on the roads in our borough.¹² Twice as many people were killed or seriously injured per km of road in the most deprived 30% of London than the least deprived 30%.¹³ Approximately 21% of Southwark's population live in communities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

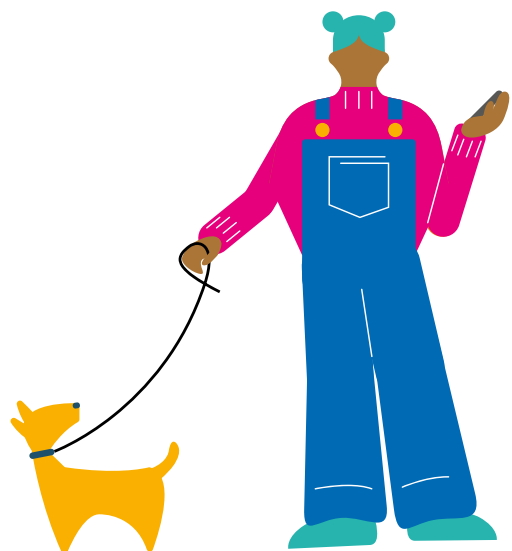
The threat of death and injury is a significant barrier to encouraging more people to cycle. Nearly two-thirds of people in the UK don't cycle because they think it is unsafe.²⁷ In Southwark, more than half of people identified safety as the main barrier to cycling more.²⁸ We can't expect people to get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

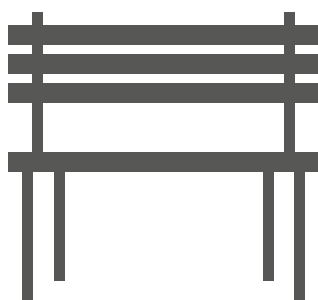
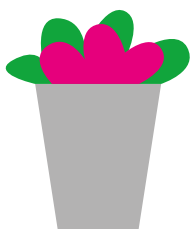
People who walk and cycle take more trips to the high street over the course of a month with pedestrians doing double the trips compared to drivers.⁴⁰

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.

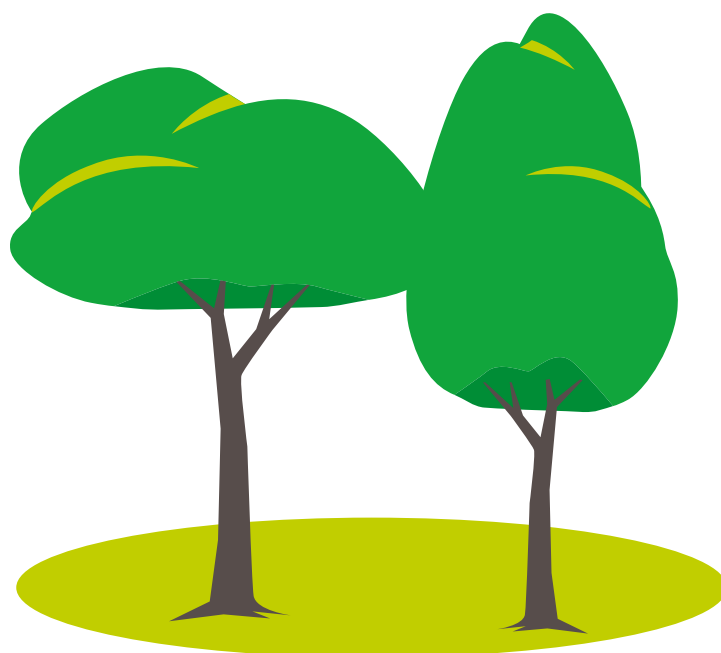
The Ultra Low Emission Zone (ULEZ) extension covers areas of the borough and helps with the shift towards greener modes of transport. Since its introduction in 2019, NO₂ pollution has fallen by 26% and PM_{2.5} levels by 19%. Congestion has also improved, as in October 2022 there were 47,000 fewer vehicles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

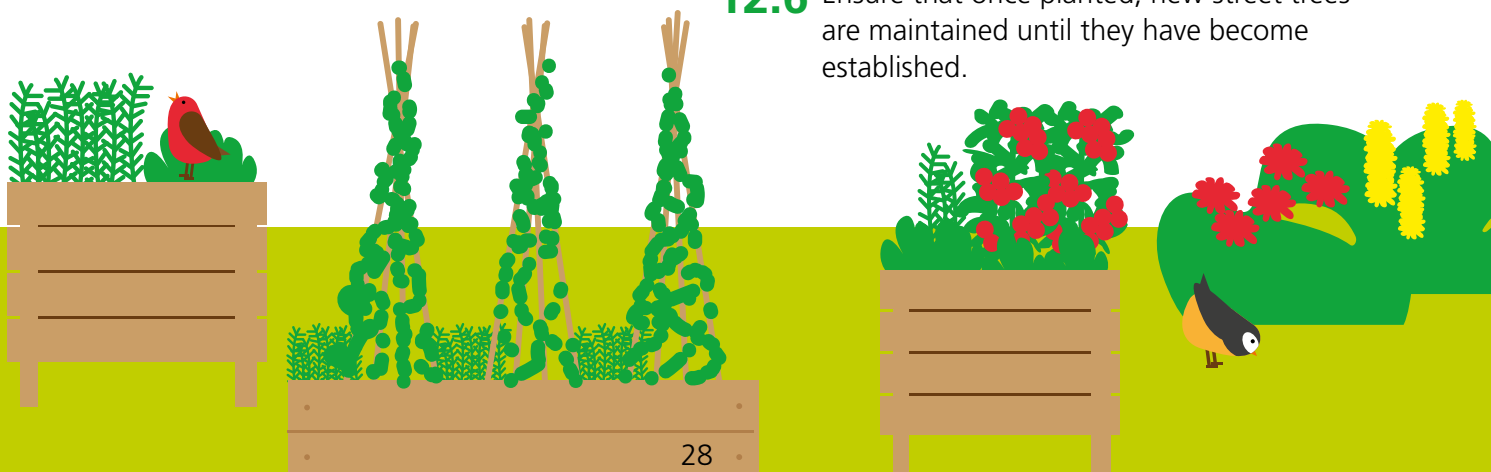
Flooding can have an adverse impact upon the transport network and how people are able to get around. Bermondsey, Borough, Bankside and Rotherhithe are all at risk of river and tidal flooding. The drainage network is unable to cope with intense storms and paved spaces cannot absorb water which leads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



Endnotes

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Item No. 12.	Classification: Open	Date: 12 September 2023	Meeting Name: Cabinet
Report title:		Response to Environment and Community Engagement Scrutiny Review: Financing Southwark's Green Transition	
Ward(s) or groups affected:		All	
Cabinet Member:		Councillor James McAsh, Climate Emergency, Clean Air and Streets	
Deputy Cabinet Member:		Councillor Emily Hickson, Climate Finance	

FOREWORD – COUNCILLOR EMILY HICKSON, DEPUTY CABINET MEMBER FOR CLIMATE FINANCE

Green finance globally is steadily rising. According to the Climate Policy Institute public and private climate finance almost doubled between 2011 and 2020. However, the scale of the challenge remains vast. Reaching global climate objectives will require climate investment to increase at least 7x by 2030, as well as the alignment of all other financial flows (such as government subsidies) with Paris Agreement objectives.

The gap between availability of green finance and the scale of the challenge is true in Southwark too. We estimate financing the borough’s climate emergency strategy and action plan will require around £3.92bn in capital expenditure. To meet this, Southwark will require considerable government investment, but will also need to be creative in leveraging finance to flow to not just the council, but the borough’s institutions, residents and businesses to help them decarbonise.

This report highlights many of those opportunities to ‘get creative’ (and here I declare an interest in its conclusions, having sat on the Environment and Community Engagement Scrutiny Commission in 2022/23, and thus an author of this report). Firstly, it urges the council to partner and learn - from other councils, organisations like the Green Finance Institute and our business improvement districts. I’m pleased that the council has much of this outreach and learning underway, diligently assessing the opportunity to launch community bonds and high-quality local offsetting schemes.

Secondly, it commends and urges even greater ambition from our Southwark Pension Fund. Our fund is one of only three in the country to have set a 2030 Net-Zero target. Its progress on meeting that target has been considerable, with the weighted carbon intensity of the LBS pension fund reduced by 59% in the five years to 31 March 2022. However, the fund still faces significant challenges in being able to reduce its remaining carbon-exposure as options become scarcer, and in being able to accurately assess its portfolio’s scope 3 emissions due to porosity in the data.

Thirdly this report points to a need for serious leadership to meet the scale of the challenge. My appointment as Deputy Cabinet member for Green Finance, working with the Cabinet member for the Climate Emergency, was a great leap forward. Yet green finance must be a whole-of-council agenda. Green finance will not sit in a vacuum in the next decade. Spending to reduce emissions will also be spending to improve resident's lives and meet our other council priorities – whether it be by improving school buildings or investing in our green spaces to reap the co-benefits for health and livelihoods. Finding the right financial products to help us achieve these multiple priorities is our greatest challenge.

I commend this report to Cabinet, and look forward to working together to further its recommendations.

RECOMMENDATION

Recommendation for the Cabinet

1. To agree the response to recommendations 1-13 as set out in the report and ask officers to undertake the work necessary to deliver these.

Recommendation for the Leader of the Council

2. To agree the response to recommendation 14.

BACKGROUND INFORMATION

3. The Environment and Community Engagement Scrutiny Commission conducted an inquiry into green finance. The commission reported to Cabinet in June 2023 with fourteen recommendations. Having considered the recommendations, the council's response is set out in this report.

KEY ISSUES FOR CONSIDERATION

4. The council has declared a climate emergency and committed to doing all it can to make the borough carbon neutral by 2030. In responding to the emergency, we have carried out work to better estimate the cost of meeting this commitment, which in 2021 was £3.92bn. As our strategy sets out, the council does not have the resources for this and so requires considerable government investment, and also needs to consider other sources of income into the council and the borough to enable Southwark to decarbonise.
5. The council warmly welcomes the work of the commission. Climate finance is incredibly important, as it is clear that government will not provide the funding required for the country to reduce its dependence on fossil fuels and build a more suitable carbon neutral future. We must therefore look at other ways of funding the transition.
6. The council welcomes the breadth of issues that the commission has considered. Some areas such as the introduction of bonds are already

under active consideration as set out in the response below.

7. There are a number of points raised in the report that reference the Pension Fund, with an inference that the Fund should be contributing to the financing of Southwark's green transition. All investment decisions made by the Pensions Advisory Panel (PAP) and where relevant officers, are made within the broader risk management framework of the Southwark Pension Fund (SPF). This determines the Strategic Asset Allocation of the Fund which, in turn, is set to ensure that investment returns (combined with net contributions received into the Fund) are sufficient to pay pensions over the long-term.
8. As at March 2023, the SPF had a carbon footprint 60% lower than September 2017 – this has been achieved by managers being given clear mandates to enable the SPF to reduce the carbon footprint.
9. Since March 2023 the following changes to the SPF have been made:
 - i) Active global equity portfolio (total value c£260m or 13% of the total assets held by the fund): amendments to the manager's objectives that reduced the portfolio's emissions by 20%, with an expectation of further improvements to the emissions profile over time as the holdings in the portfolio have high net zero credentials, i.e. the manager is investing in companies with credible transition plans to reduce emissions and align with a credible emission reduction pathway.
 - ii) A multi-asset credit manager has been appointed for a £100m mandate which will invest in line with a Paris aligned benchmark and is expected to have a 7% year-on-year decarbonisation pathway. To do this, the manager will assess companies on their current and future impact on climate change, including the commitment to investing in the transition.
10. The SPF will continue to assess all opportunities to work collaboratively with third parties, including the London CIV. This will align to the government's expectations on the future direction of LGPS pooling (including investing to progress the levelling up agenda).

RESPONSE TO RECOMMENDATIONS

Recommendation 1

Explore partnering with the Green Finance Institute to bring forward the following programmes:

- i) Integrated Retrofit Finance: Incorporating attractive private financial options into retrofit programmes in the community.*

ii) Green Mortgage Campaign: Collaborating with local and national mortgage lenders, brokers and influencers. GFI's campaign aims to increase awareness and engagement across the market.

iii) Local Climate Bonds (LCBs): A debt instrument issued by Local Authorities to raise capital to fund their net-zero and low-carbon projects.

iv) Green Rental Agreements (GRAs): Innovative form of rental agreement to address the 'split incentive' between landlords and tenants to collaborate on environmental issues/improvements in privately rented homes.

v) Property Linked Finance (PLF): A new, innovative financial instrument that enables homeowners to receive financing to support 100% of the upfront costs for a retrofit project.

Response to Recommendation 1

11. We welcome the work of GFI and will consider their expertise across a range of areas. We have already met with them, for example, to discuss Green Climate Bonds in Southwark. We are very open to partnering with GFI and others where work they are doing aligns with the climate action plan and the council's climate priorities.
12. While we are open to exploring opportunities, we do need to consider where to best allocate time and resource and where the involvement of Southwark or a council can have the greatest impact. In some of the examples here, while we would not oppose the work, we would be concerned about focusing resource on it, which would mean moving that same resource from another area of the council's climate work where we could have greater impact.
13. We are considering the idea of a local climate bond (see recommendation 2 below). If we do launch a bond in Southwark we would also make the GFI local bond pledge. With the other areas outlined, we are not considering partnering at this time. We expect to make an announcement on this later this year.
14. Some of these, such as Property Linked Finance are at a very early stage, where GFI are looking for banking partners. We do not consider it is a council priority to invest resources in supporting GFI and banking partners to develop this financial instrument, but if they are successful it is something we could consider promoting to support residents.
15. Similarly with the Green Mortgage Campaign we need to consider where to best allocate its lobbying and campaigning resources. While we do not disagree with the development of better green mortgage products, we do not think that we should divert campaign resources to this area as there are other campaigns where we consider our involvement can lead to a greater impact.

Recommendation 2

Launch a Municipal Climate Bond to generate investment in projects that will help the Council to achieve its net zero target. The Commission recommends that the Council explores the most appropriate projects to be financed by a Municipal Climate Bond, recognising that these will need to have tangible environmental and community benefits.

Response to Recommendation 2

16. The Council has already met with GFI on this issue. The introduction of a green climate bond is an idea that we are actively considering. The council has a commitment in the council delivery plan to “launch Southwark Green Finance, to create new ways for local people and businesses to invest in making our borough net zero”. The Leader appointed a new Deputy Cabinet Member for Green Finance in May and she is considering Bonds, alongside other options to meet this commitment. While a final decision has not been made whether this will be a bond, we expect proposals to be published later this year.

Recommendation 3

Build on the research by Leeds University (see its report Financing for Society), and partner with 3ci or similar organisations, to build a green projects pipeline. This will identify potential environmental projects that address the Climate Emergency, both within the Council’s own operations and with partners, which can be delivered utilising the most appropriate sources of funding, including from investment institutions, PWLB, Municipal Climate Bonds, issuing of community shares, donations/crowdfunding and others.

Response to Recommendation 3

17. The council is already working with 3Ci through London Councils. We have suggested projects for the national green projects pipeline and will continue to do so. We will also consider developing a forward-looking overview which addresses our potential climate and environmental projects and their possible future sources of green finance.

Recommendation 4

The council employ a project director with a commercial background in social enterprise or similar, to bring forward a green project pipeline, with the expectation that this role would pay for itself.

It is recommended that this role includes the responsibility of collaborating with the Greater London Authority to bring forward a project pipeline at the city level. This person could work to ensure select Southwark projects are prioritised within this pipeline, whilst also building a Southwark-level pipeline in accordance with appropriate measurement/ performance metrics

Response to Recommendation 4

18. Staffing is a matter for the Head of the Paid Service. Officers keep staffing under review, including whether we have the right skill set to deliver the council's climate ambitions. We are asking officers to note this recommendation in relation to any future discussions about the skills mix required in the climate team and wider council. As noted in recommendation 3, the council is already contributing to a green project pipeline. Within the council we will continue to develop projects to ensure a pipeline of deliverable climate change projects.

Recommendation 5

Develop a Green Finance Framework, which would serve as a voluntary governance standard, setting out how Southwark Council would manage its green financial instruments and projects in the future, and outline how they would be classified as 'green'. These frameworks are essential as they assure investors that funds raised would only be used to help deliver eligible green projects as outlined within the framework. A third-party could monitor the use of funds and provide third-party certification that funds are being used to finance projects with genuine environmental benefits as laid out in the framework, to build and maintain investor confidence.

Response to Recommendation 5

19. We note the recommendation. Officers are exploring this. We note that Westminster City Council have recently published their Green Finance Framework and officers in Southwark are in contact with them about how this has worked in practice to see if this is something which we should develop in Southwark.

Recommendation 6

Investigate, in collaboration with other boroughs, whether the price per tonne of CO2 equivalent set in the Council's current carbon offset policy is at the correct level. The Commission recommends that the level set is reassessed on an annual basis.

Response to Recommendation 6

20. We agree that we need to review the price per tonne of CO2 in the council's current offset policy. Officers are currently reviewing this as part of the climate emergency review of the Southwark Plan.

Recommendation 7

Partner with the London Bridge Business Improvement District (BID) to support its carbon offset initiative, as well as other suitable community partners, including the remaining BIDS located in Southwark, as appropriate.

Response to Recommendation 7

21. We note the recommendation. Officers have already started work on how a carbon offset initiative could work for Southwark. This includes officers speaking with colleagues in local BIDs which have already taken place. While there are many challenges to developing a successful local offset scheme, we do think this is an area that is worth exploring and will continue to do this with the hope of bringing forward a viable scheme which could include local partners. Scoping is taking place and officers will bring a paper to the Deputy Cabinet Member this year to explore options.

Recommendation 8

Join and/or learn from successful coalitions and initiatives that can maximise the impact that Pension Funds can have on decarbonising the real economy, as well as their own portfolios.

Response to Recommendation 8

22. We are proud that Southwark is leading the way in decarbonising its pension fund.
23. LBS PF has been a member of the Local Authority Pension Fund Forum (LAPFF) since 2006. The LAPFF promotes the highest standards of corporate governance to protect the long-term value of local authority pension funds. Some £350bn of LGPS fund assets are under the advice of the LAPFF, which is a member of Climate Action 100.
24. Day to day management of the Pension Fund's assets is delegated to fund managers. These managers are members of multiple coalitions/initiatives. Examples:
- Climate Action 100: Blackrock, Comgest, Invesco, LGIM, (London CIV), M&G, Newton, Nuveen, Robeco – collectively, these managers cover 100% of all listed assets held by the Pension Fund and c 90% of all assets.
 - SBTi: this is a partnership organisation that encourages investee companies to set Science Based targets in line with their Net Zero commitments. Fund managers often reference the SBTi when evaluating a company's underlying value ahead of investing.
25. Officers regularly attend conferences and seminars which address broader ESG matters together with a specific focus on the decarbonisation of portfolios.
26. The London LGPS funds meet on a monthly basis to discuss areas of best practice and practical steps that can be made to progress the wider ESG agenda, including a Just Transition to Net Zero.

27. The LBSPF is one of only three LGPS funds with a 2030 Net Zero target. To the best of our knowledge, no corporate Defined Benefit schemes have such a challenging target in place.

Recommendation 9

Southwark Pension Fund makes use of Carbon Tracker's research on S curves and the risk of stranded assets for incumbent fossil fuel-based companies, as demand peaks and alternative low-carbon products come to market, with a view to making the most of these investment opportunities in growing green industries.

Response to Recommendation 9

28. As mentioned in the response to recommendation 8, the day-to-day management of portfolios is delegated to fund managers who use a variety of tools to assess the long-term viability of underlying investments in their portfolios, including an assessment of sector, country and macro risks. At a company level this will include the potential for company assets to become stranded, which is a detractor of long-term value.
29. LBS PF has been actively investing in the energy transition and growing green industries since 2019, when commitments were made to renewable infrastructure funds run by Temporis Capital and Glennmont Partners. As an example, the Temporis Operational Renewable Energy Strategy (TORES) invests in windfarms across the UK.

Recommendation 10

Southwark Pension Fund's existing plans to move Equity (active and passive) to low carbon funds also take account of a) global markets that are high carbon b) risks and opportunities that exist in fossil fuel dependent industries as they shift to renewables.

Response to Recommendation 10

30. As in recommendation nine, the day to day management of portfolios is delegated to fund managers who use a variety of tools to assess the long-term viability of underlying investments in their portfolios, including an assessment of sector, country and macro risks. At a company level this will include the potential for company assets to become stranded, which is a detractor of long-term value.
31. Within the listed asset allocation (i.e. equities and fixed income), the majority of managers have performance benchmarks that either reference Net Zero, carbon reduction or the energy transition. To fail to take into account the risks to global markets that are high carbon would mean that managers risk failing to meet their performance objectives. In addition, managers also reference company specific risks when constructing a portfolio.

32. For example, the global equity mandate that has been managed by Newton since 2007 moved to the following objective in April 2023: “The Manager will seek to outperform the FTSE ALL World Index (net of fees) over rolling 5-year periods through investing only in companies assessed by the Manager as having credible transition plans to reduce emissions and align with a “below 2°C” or “net zero 2050” emission reduction pathway.”
33. In line with the Fund’s Zero Carbon investment strategy, any new managers that are appointed (either directly or via the London CIV) must result in an improvement in the Fund’s carbon footprint. In March 2023, the Pensions Advisory Panel agreed to invest in the Robeco Climate Global Credits fund, an active global credit strategy which is focused on delivering attractive, above benchmark, returns with a lower carbon intensity and investing in line with a Paris aligned benchmark.
34. In addition, private market funds that are added to the Fund’s ESG priority allocation are predominantly related to opportunities in the energy transition. For example, Temporis Renewable Energy Fund.

Recommendation 11

Southwark Pension Fund explores and reports back on the potential to incorporate Scope 3 emissions into its definition of net zero carbon exposure recognising that this is particularly crucial for sectors where the majority of emissions are Scope 3 (downstream) such as the automotive and chemicals sectors.

Response to Recommendation 11

35. Officers of the Fund are in constant dialogue with their third party carbon data provider, investment consultant and fund managers about the potential to incorporate Scope 3 emissions within targets and mandates. A review of the data provider is currently taking place and we are discussing the potential to incorporate Scope 3 emissions in our carbon footprint calculations. We are, however, mindful of the global data challenges in sourcing this information on a consistent basis but will ensure that we can incorporate the data as and when it becomes available.

Recommendation 12

Southwark Pension Fund explores collaborating with other London local authorities on the divestment journey to bring forward a London CIV sustainable green infrastructure fund to increase community wealth building and make the most of London and UK investment opportunities, such as District Heating Networks, renewable energy generation and retrofit.

Response to Recommendation 12

36. Any investment decisions made by SPF consider the offerings of the

London CIV, provided that the offerings enable SPF to meet the dual objectives of meeting the central Strategic Asset Allocation of the Fund and its Net Zero 2030 objective.

37. The Pension Fund will continue to evaluate all opportunities to invest via LCIV: this will include the opportunities to access investment products that invest in London/the UK. This is in line with government expectations, as articulated in the LGPS pooling consultation that was issued on 11 July 2023: that LGPS Funds will publish a plan on how they will invest up to 5% of assets in projects that support “levelling up” across the UK. Investing via LCIV may also help overcome the potential conflicts of interest associated with investing within the Fund geographic area, which is also referenced in the pooling consultation.
38. However, it should be noted that there are no barriers to the Fund’s investment managers investing within London and the UK, assuming that there is an investment case to do so.
39. Amongst the current suite of products available on LCIV we are aware of a renewable infrastructure fund but at the time that the LCIV was raising capital for this, SPF was fully invested in the ESG priority allocation to sustainable infrastructure.
40. As mentioned in the response to recommendation eight, The London LGPS funds meet on a monthly basis to discuss various issues of concern. Representatives of LCIV attend these meetings to update on future product launches and to receive feedback from the underlying funds on how the products are designed to meet their collective objectives.

Recommendation 13

Celebrate and publicise the success of Southwark Pension Fund divestment and decarbonisation to date, and ensure the message is one of a commitment to take a collaborative approach to divest from high carbon assets and invest in the growth of a cleaner, greener, and more socially equitable economy, in line with our declaration of a Climate Emergency and commitment to a Just Transition.

Response to Recommendation 13

41. The Pension Advisory Panel receives a quarterly report on the progress to implement the Zero Carbon strategy and a carbon footprint update. Both of these papers are in the public domain.
42. In recognition of the significant progress made in implementing the zero carbon investment strategy, officers made a submission to the LAPF Investment Awards (Sustainable Investment Strategy – Climate).
43. The entry covered:

- how LBS pension fund formally recognised climate related risks and opportunities in 2017 and subsequently set an ambitious and challenging target of Net Zero by 2030.
 - that LBS pension fund has reduced the carbon footprint of the portfolio by investing in new opportunities thus increasing diversification while achieving strong returns.
 - that the Weighted Carbon Intensity of the LBS pension fund reduced by 59% in the five years to 31 March 2022, and during this time it achieved an investment return of 5.8% p.a., ahead of the local authority average of 5.6%.
44. The Southwark Pension Fund has been shortlisted for this award together with Avon Pension Fund, Newham Pension Fund and Northern Ireland Local Government Officers' Superannuation Committee (NILGOSC). The winner will be announced in September.

Recommendation 14

In consideration of the pivotal role that Green Finance will play in achieving our aims within the Climate Emergency Action Plan, the Leader of the Council should ensure that this area is given due prominence in allocations of Cabinet level capacity and responsibility.

Response to Recommendation 14

45. Southwark Council has a cabinet member with responsibility for tackling the climate emergency. This is not the case in many other councils. In addition, in May, the Leader appointed the borough's first Deputy Cabinet Member for Green Finance. This was in recognition of the importance of green finance within the climate change portfolio and means additional cabinet level engagement and leadership on this issue.

Policy framework implications

46. The council's response to the climate emergency is set out in the council climate strategy and action plan. This is updated annually and the actions reviewed. As set out in this report, some of these recommendations include action which is currently being undertaken as part of the climate strategy.

Community, equalities (including socio-economic) and health impacts

Community impact statement

47. The council recognises the need to continue to work with our local community on climate change, ensuring our work is developed in partnership with local residents, businesses and other stakeholders. The update to the climate strategy which was agreed by Cabinet in July 2023 strengthen our community engagement. As detailed in this report, some of the recommendations include greater collaboration with our community. Any proposals that are taken

forward will fully consider the wider impact on our community.

Equalities (including socio-economic) impact statement

48. While everyone is affected by climate change, the extent of that impact is not equal. Climate change has the biggest impact on those who are poorer or have underlying health conditions. Black, Asian and Minority Ethnic residents are disproportionately affected, and social justice must be at the centre of our approach. The council's climate action plan includes a full equalities impact assessment to ensure that our work considers equality. Any proposals taken forward will include further equalities impact assessment and will need to align with the principles set out in the climate strategy – particularly to support a just transition.

Health impact statement

49. There are no direct health implications from this report. However, as with equalities, people with poorer health are more adversely affected by climate change. Action towards climate change can promote improvements in health, for example by reducing pollution, mitigating against extreme temperatures, and encouraging active travel.

Climate change implications

50. This report directly addresses climate change and sets out the council's response to the scrutiny commission's recommendations. This will strengthen our climate change response and improve the work that the council does to tackle the climate emergency.

Resource implications

51. The work outlined in this report is being carried out within existing resources.

Legal implications

52. There are no legal implications from this report.

Financial implications

53. Some of the proposals in this report could lead to an increase in resources available for the council to support its work of tackling the climate emergency.

Consultation

54. There is no planned consultation associated with this report. However, any proposals that are developed will be subject to appropriate consultation.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Assistant Chief Executive – Governance and Assurance

55. Not required

Strategic Director of Finance (FIN23/24)

56. The Strategic Director of Finance welcomes the Environment and Community Engagement Scrutiny Commission report that highlights the success of the Southwark Pension Fund divestment and decarbonisation to date. It is also noted in the responses to the recommendations that the Fund faces significant challenges in being able to reduce its remaining carbon-exposure as options become scarcer and accurate data is increasingly difficult to obtain.
57. The Strategic Director of Finance notes the gap between the council's commitment to make the borough carbon neutral by 2030 and the estimated cost of meeting this commitment of £3.92bn.
58. The Strategic Director of Finance agrees with the responses to the recommendations that seek to explore external funding sources to meet this commitment, together with keeping council staffing requirements under review

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Report of the Environment and Community Engagement Scrutiny Commission - Financing Southwark's Green Transition Scrutiny Review Report	Constitutional Team Southwark Council 160 Tooley Street SE1 2QH	Constitutional.team @southwark.gov.uk
Link (please copy and paste into browser): https://moderngov.southwark.gov.uk/documents/s114681/Appendix%20A%20Climate%20Finance%20%20Financing%20Southwarks%20Green%20Transition%20scrutiny%20review.pdf		

APPENDICES

No.	Title
None	

AUDIT TRAIL

Cabinet Member	Councillor James McAsh, Climate Emergency, Clean Air and Streets	
Deputy Cabinet Member	Councillor Emily Hickson, Deputy Cabinet Member for Green Finance	
Lead Officer	Chris Page, Climate Change and Sustainability Director	
Report Author	Chris Page, Climate Change and Sustainability Director	
Version	Final	
Dated	31 August 2023	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Assistant Chief Executive – Governance and Assurance	Yes	No
Strategic Director of Finance	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team		31 August 2023

Item No. 13.	Classification: Open	Date: 12 September 2023	Meeting Name: Cabinet
Report title:		Response to Environment and Community Engagement Scrutiny Review: Resident Participation Framework	
Ward(s) or groups affected:		All	
Cabinet Member		Councillor Stephanie Cryan, Homes, Communities and Finance	

FOREWORD – COUNCILLOR STEPHANIE CRYAN, CABINET MEMBER FOR HOMES, COMMUNITIES AND FINANCE

The recommendations in the mini-review of the Residents’ Participation framework by the Environment and Community Engagement Scrutiny Commission are timely and very helpful. Since the implementation of the new Resident Participation structures in 2020 there have been very significant changes in both the legal and regulatory framework in the way social housing. The Hackett report into building safety, the Social Housing White Paper, the Building Safety Act 2022 and the new Social Housing (Regulation) Act 2023 require landlords to put accountable structures in place to ensure the voice of residents is firmly embedded in the way landlord services are designed, delivered and managed.

The new structures were put in place during the COVID 19 Pandemic and whilst this meant the council could only hold online meetings, since we have come out of lockdown, we are seeing increased creativity in grass-root resident involvement and a more holistic approach in integrated service design and delivery. The creative use of WhatsApp by residents, Facebook live streams, interactive phone engagement, the acceleration of digital engagement via Microsoft Teams or Zoom all suggest the need to amplify the menu for resident involvement. The evidence also highlights the need for capacity building, training and co-creation with community leaders and residents to deliver a modern resident involvement framework fit for the 21st century.

There is now a need to review our resident engagement structures to reflect not only the values and objectives of Southwark Stands together, but also to harness the power of neighbourhood lead services,, narrowing the gap for those more vulnerable members of our community and to deliver genuinely resident lead outcomes to improve the quality of life and community for all.

I thank the Commission for their report and recommendations and for taking time and careful consideration for the way forward. The recommendations will form the basis for a much wider consultation with residents to evaluate the current resident involvement structures and how they will be delivered in the future.

RECOMMENDATIONS

1. That the Cabinet note the contents of this report and the response to the recommendations of the Environment and Community Engagement Scrutiny Commission mini-review report on the residents' participation framework.

BACKGROUND INFORMATION

2. In February 2017, Kaizen Partnership and Social Engine were commissioned to look at how the council as a landlord was engaging tenants and homeowners. The outcome of that review informed the cabinet decision in February 2020 to put in place the current resident involvement structures.
3. As these new structures were due to go live, the pandemic struck considerably delaying the start of the new forums and impacting on their effectiveness. The emerging evidence in the post-pandemic era suggests that the new formal resident involvement structures have not translated into the wider and inclusive resident involvement that was envisaged.
4. On the other hand, we have seen a significant increase in the number of residents attending themed community events and activities that bring tangible benefits for residents like repairs estate action days, repairs improvement residents' board, sports, gardening, music, arts, cultural festivals, health and well-being, career fares that bring employers together to support residents.
5. The recommendations of the commission are welcome and a review and evaluation exercise will now be undertaken with residents to probe any current issues with the existing resident involvement framework and offer solutions to design a resident involvement structure that resonates with residents.

KEY ISSUES FOR CONSIDERATION

6. The current resident involvement structure was put in place in 2020 and part of the aim was to give a much wider opportunity to all residents living in council housing to participate in the design, delivery and management of council homes. However, the pandemic interrupted the full implementation of the new structure.
7. There are ongoing attempts to embed the new structure in the post-pandemic era. The evidence to date suggests that the new structure has not delivered the wider and inclusive resident involvement that was anticipated and there is more work to be done to achieve this.
8. The 12 recommendations in the mini scrutiny review report into the resident participation framework by the Environment and Community Engagement Scrutiny Commission are welcome and will form the basis for a much wider consultation with residents to influence and shape what a modern, robust, flexible, dynamic and inclusive resident involvement framework fit for the 21st century should look like.

Addressing the recommendations from the scrutiny commission:

Recommendation 1

The Council should properly explore what can be learnt from the examples of successful engagement and replicated in the Resident Participation Framework. There are processes that are integral to the operation of the Citizens' Jury, the We Walworth project and perhaps other examples of successful community engagement with residents which are transferrable. Many of the practices seen in both the We Walworth project and the use of Citizens' Juries are consistent with the new Regulatory Code for social housing. Furthermore, the new Regulatory Code supports using a range of engagement options – one size does not fit all – and notes that tenant representative structures on their own are not sufficient to ensure a diversity of engagement. Officers should explore and understand how these different methodologies and lessons learnt can be used in the context of the Resident Participation Framework.

9. This recommendation is accepted and the commission is thanked. The council will explore what can be learnt from the examples of successful residents' involvement. There is anecdotal evidence of successful and effective resident involvement activities in the Borough. It is critical that the tools used, the methodologies deployed are closely studied, the context clearly understood and the reasons for the successful implementation, including available resources, are clearly identified in order to replicate these successful resident involvement activities across the Borough.
10. In a face to face representative survey of 212 residents between September 2022 and July 2023 requested by the cabinet member for council housing, residents expressed varied preferences for resident involvement methods and the quest for community cohesion.
11. The survey data is not comprehensive and a much larger sample of residents is required to make any meaningful conclusion. Work is now underway to consult more widely as part of developing a new resident involvement strategy.
12. However, what this sample illustrates is the strong appetite for the growth and development of tenants and residents associations and themed events that bring tangible benefits for residents like repairs engagement days and other activities that promote inclusivity and diversity.
13. There is also evidence that residents want to be involved in the design and delivery of landlord services and are keen to engage in joint estate inspections, co-designed workshops and willing to act as community champions, resident scrutiny panels such as the repairs improvement residents' board, building safety residents' board. The findings are consistent with the underpinning principles of citizens' juries. The citizens' juries approach is an engagement mechanism that will be included in our future resident involvement strategy.

Recommendation 2

In accordance with the recommendation in the 2020 Cabinet Report, the Council should carry out a full evaluation of the Resident Participation Framework introduced. This needs to be a properly resourced proactive exercise carried out at a grass roots level in each individual ward/area. Drawing on the We Walworth model, this could involve street/telephone canvassing, drop in sessions, digital fora, workshops.... to bring people to the table. This process must involve all tenant and leaseholder community leaders as well as community interest groups such as the Southwark Black Parents' Forum, Livesey Exchange, Spring Hub, The Giving Lab, Active Communities Network, Golden Oldies, Elim house, London Seniors, Southwark LGBT Network, Somalia Development Association, Unshackled Duma. This could be facilitated by [Open Communities](#) which currently works with some TRAs.

14. This is a valuable recommendation. A review of the current resident involvement framework will be included in draft resident involvement strategy. The draft strategy will aim to capture the voice of all residents and deliver against their expectations.
15. The strategy will help to shape the conversation with residents, set out the bespoke options for residents to be involved in delivering landlord services as well as harnessing the knowledge, skill, lived and learned experiences of residents through the community power model to co-design and co-produce solutions to complex neighbourhood challenges.
16. The new social housing regulatory framework imposes a number legal obligations on social landlords to put the needs and aspirations of residents at the heart of landlord service design and delivery. The White Paper and the Social Housing (Regulation) Act 2023 strengthens the accountability of the council as a landlord for providing safe homes, quality services and treating residents fairly and with respect.

Recommendation 3

Equality and Diversity should be at the heart of the Resident Participation Framework. Budget should be set aside for targeted engagement with diverse communities that have lowest turn outs using diverse providers. Acknowledging the findings of earlier research, particular emphasis must also be placed on ensuring age diversity within the engagement processes and structure including individual TRAs, as young people have historically been poorly represented. The process and the eventual outcome must be underpinned by a firm commitment towards data collection, evidence and impact monitoring.

17. A critical recommendation and again the commission is thanked for their work. The March 2021 census revealed that Southwark is a very diverse borough with 40% of residents born in a country that is not part of the UK, Ireland or the Channel Islands. Just over half (51%) of the population identified as being from

a White ethnic background and about 49% identified as other ethnic minority groups. Young people under the age of 16 represent 15.7% of the population and 39% of the population is between 20 to 39 years of age.

18. The Kaizen/Social Engine report highlighted, amongst other issues, the lack of diversity among members of the formal consultation bodies. The current cohort of chairs and vice chairs of the local housing forums does not reflect the demographic profile of all residents. 71.42% of the local housing forum chairs and vice chairs are White, 57.14% identify as White Male and 28.58% are Black with an average age of over 58.
19. The resident involvement team is working with existing and emerging TRAs and other community organisations to organise more grass root activities to encourage resident involvement and address the under-representation of minority ethnic representation in the leadership roles in local housing forums as well as encouraging age diversity.
20. This is in line with values of Southwark Stands Together and the aim is to address and prevent structural racial inequalities, listen to and amplify the diverse voices of all residents. The key driver is to nurture and create an inclusive, fair and representative voice at both the formal and informal levels of resident involvement and promote equality and diversity.
21. The proposal to set aside a budget for targeted engagement with diverse communities that have lowest turn outs using diverse providers will be part of the resident involvement strategy consultation.

Recommendation 4

The Council should set up a Citizens' Jury of residents in council housing – i.e. using the selection process comparable to that employed to select the Citizens' Jury brought together to consider climate change. The use of this model would ensure the selection of a truly representative group of tenants and leaseholders that could consider a variety of matters pertaining to the future development of residents' participation structures and engagement processes, including reimagining and co-designing future development of grass roots involvement and the wider framework. This would bring in a fresh perspective and ensure a diversity of views. As with the Citizens' Jury brought together to consider climate change, selected residents would then work with experts (which may include selected stakeholders) to consider the output of the engagement exercises carried out under Recommendation 2 and develop a set of recommendations for Cabinet as to how the Resident Participation Framework should operate going forward.

22. This recommendation is welcomed and the consultation on the draft resident involvement strategy would seek to moot the formation of a citizens' jury comprising a diverse and representative range of residents to discuss what a truly representative resident involvement structure should be and make recommendations to the cabinet.

23. The recommendation to seek a fresh perspective on resident involvement facilitated by a team of independent experts and the participation of a group of leaseholders and tenants is accepted.

Recommendation 5

In line with recommendations from central government and existing experience of successful community engagement through the Citizens' Jury and the We Walworth project, the council should adopt a system of incentives such as financial reimbursement/remuneration for residents' time.

24. This recommendation is accepted and my gratitude again to the Commission for its work. It is important that the council continues to recognise and reward residents who volunteer their time to help improve landlord services. Rewards and incentives contribute to building a much stronger relationship with residents and facilitates more collaboration across a diverse range of landlord services.
25. This recommendation will need to be fully reviewed and costed; review will be carried out to inform both the resident involvement strategy and if necessary, the 2024/25 budget challenge sessions.

Recommendation 6

Review and put in place a performance framework for all stakeholders who are a part of or have a role in delivering the Resident Participation Framework, in order to get clarity on roles and improve coherence and delivery. As part of this process, all organisations/stakeholders within the framework in receipt of or responsible for managing funds should present verifiable accounts on an annual basis. Organisations receiving larger sums should be required to present fully audited accounts on an annual basis. This will provide transparency and ensure that resources are used more efficiently and that functions and outcomes are neither duplicated nor over-looked.

26. This recommendation is welcome and the Commission is thanked again for this invaluable guidance. The resident participation fund is funded from the rents and service charges paid by tenants and homeowners. As these are public funds, it is important that all organisations including TRAs and other organisations in receipt and/or responsible for managing allocated resources, present verified accounts annually and those in receipt of substantial amounts provide fully audited accounts annually.
27. There is a key requirement in the Managing Public Money and other Treasury guidance across government and the public sector to promote efficiency, effectiveness and economy in the deployment and use of public money.
28. Accountability, integrity and selflessness are integral part of the Nolan principles in public life and this is in addition to openness, honesty, objectivity and

leadership which requires all those accountable for public funds to model the Nolan principles and hold themselves up to the highest level of scrutiny for managing public resources.

29. The resident involvement fund is part of the Housing Revenue Account and TRA office holders and committees as well as other community interest companies and other voluntary organisations must be held accountable for the funds disbursed to them.

Recommendation 7

It is recognised that many tenants do not live on estates and that not all estates have functioning TRAs. A list of TRAs needs to be compiled, along with an action plan for establishing TRAs on estates where there is none. The Council should consider, at a grass roots level, how best to expand TRAs, and how best to ensure that residents not living on estates are properly represented.

30. This recommendation is welcomed as it reinforces a key commitment in the council delivery plan to create thriving and sustainable neighbourhoods and empowering communities to shape the places they live in and make decisions about issues which affect their lives
31. An exercise to map all the estates with TRAs and estates without TRAs as well street properties without TRAs has started. The exercise will provide a comprehensive database which will help to inform and allocate resources for increasing the number of TRAs and support local people to deliver for their community.
32. There is ongoing work to hold repairs action days on none TRA estates to engage more residents and grow the number of TRAs and putting residents at the heart of everything we do.
33. The community gardening projects made of up residents who initially had a passion just for gardening has now led to the development of new TRAs on the Goschen, Dowles and Melford estates. There are plans to replicate this experience in the Great Estates offer.
34. There are a number of successful TRAs that only draw their membership from residents who live in street properties for example, Grosvenor TRA in Camberwell and Surrey Gardens TRA in Walworth. This model is being closely studied and work is now underway to replicate it across the Borough.
35. Part of the new resident involvement strategy review will further consider how to involve more residents who live in street properties in the design and delivery of landlord services.

Recommendation 8

Explore how the growth in digital inclusion can improve engagement and provide further training to residents who remain digitally excluded.

36. There is a compelling need to include the digital offer in the menu for resident involvement and this recommendation is timely and welcomed.
37. The Council's digital inclusion strategy takes a digital-first approach and is a Borough where residents, businesses and staff are supported with digital skills, connectivity and devices, empowering them to participate in the online world. This includes improving resident experiences to allow them to have a seamless digital interaction with the Council.
38. The digital offer will spot and leverage social media trends and opportunities to broaden the reach of content and effectively use audience segmentation and targeting under-represented groups to ensure their views are captured in the design and delivery of landlord services in line with the pledges of Southwark Stands Together.
39. It is a key objective of the Resident Involvement Team to align future resources to ensure that digital engagement tools and offers are developed. The pandemic accelerated the need to make a digital offer to residents and post-pandemic, it is becoming more apparent that a digital offer is critical to adapting our approach to resident involvement in response to the changing needs and complex work patterns and lifestyles of our residents. This includes referring digitally excluded residents to support and training available from the digital inclusion team and acting as digital ambassadors to promote the online offer.
40. Part of the of the Council's digital inclusion strategy is to provide broadband internet connectivity to most TRA halls and upskill residents to be digitally engaged. There is a sharp recognition that with a rising cost of living, some residents may not be able to afford Wi-fi or data and if they do have data, they may prioritise usage for other activities over resident involvement activities with the council. The digital inclusion strategy is focused on optimising the digital offer so residents stay connected and this amplifies the menu of resident involvement options.

Recommendation 9

Officers should work with stakeholders to ensure that residents are able to influence the process of agenda planning for more formal meetings between officers and residents. More formal meetings should be minuted and minutes circulated. Consideration will need to be given to who would be best placed to take on this task.

41. This recommendation is welcome. The current resident involvement framework aims to put residents firmly in the leading role and the chairs of the local housing forums, tenant and homeowner forums currently set the agenda for all meetings.

42. Formal meetings are convened with the chair and various heads of services to formally discuss and agree the agenda for each meeting. The meetings are resident led and invited officers are required to talk to each agenda item and respond to questions from residents. The forums provide an accountable framework for residents to scrutinise the service.
43. Meeting minutes are now recorded for all formal meetings and action points are noted and assigned to each team or department to address.

Recommendation 10

Following on from this report and, in particular, from Recommendations 1 & 2 above, the Council should arrange a one day or half day conference of interested parties to communicate and discuss the findings from this report and from the evaluation of the Resident Participation Framework (as per Recommendation 2) and how to best support the Citizens' Jury's deliberations (see Recommendation 4).

44. Working with the respective chairs and the cabinet member, officers of the council will convene a bespoke workshop during the consultation phase of the resident involvement strategy consultation period.

Recommendation 11

Residents taking on executive committee/ officer positions in constituent bodies within the Resident Participation Framework should be required to act in accordance with the Nolan Principles and submit a Register of Interests form in which they declare any private interests which may conflict or be perceived to conflict with their public duties.

45. This recommendation is welcomed and the work of the commission is very helpful. This recommendation reflects the need for proper governance, democratic accountability as well as probity and scrutiny of all those entrusted with the management of payments from the resident participation fund.
46. This recommendation is accepted and very timely. The resident involvement team will continue to work with TRAs and other voluntary groups who are in receipt of resources from the resident involvement fund to make the declaration of interests together with the completion of the register of interest forms as a standard business agenda.
47. The governance of resident participation will be fully reviewed over the coming year. Beyond declaration of interests there is also a need to ensure that all tenants involved in TRA's or other publicly funded involvement mechanisms conform to all expectations of those who work in community and spend public money. An example would be that TRA's, for example, have a code of conduct which will reflect the values of the community they represent and the council whose money funds a significant proportion of community engagement.

Recommendation 12

Residents should receive full training for their roles within the resident participation structures in recognition of the importance this has in enabling productive engagement, representation and capacity building.

48. The commission are thanked for this recommendation.
49. Empowerment and capacity building is at the heart of the social housing regulatory framework. Tenants are key partners in delivering landlord services. The Social Housing (Regulation) Act 2023 require landlords to assess their performance against the experiences of tenants.
50. The council will continue to put training and empowerment of residents at the heart of resident involvement to enable them to lead investigations and reviews of major landlord services and make the landlord services accountable to tenants.
51. Cabinet has already devoted over £100,000 to provide training for residents to equip them with the tools residents need to scrutinise the service and work collaboratively with officers and contractors to ensure the council as a landlord consistently delivers very good landlord services.
52. The resident involvement team will continue to partner with the tenant participation advisory service (TPAS), the chartered institute of housing (CIH) and the housing quality network (NQN) to provide bespoke training and support for residents.
53. Part of the review into resident involvement will look at how to promote more training and development opportunities for under-represented groups so they are able to be part of the formal and informal resident involvement structures to hold the council accountable for the management and delivery of landlord services in line with principles of Southwark Stands Together.

Policy framework implications

Community Equalities (Including socio-economic) and health impacts

54. Thorough consideration of equality issues has been and will continue to be a crucial part in the consultation process both for staff and residents to ensure that the council meets its public sector equality duty as set out in s149 of the Equality Act 2010.
55. The consultation exercise will also be informed by the principles and pledges of Southwark Stands Together to eliminate racism, promote equality, diversity and inclusion.

Community impact assessment

56. The council has made a commitment in the council plan to always work to make Southwark more equal and just and stand against all forms of discrimination. Views will be sought from all residents and additional measures such as working with community champions, targeted home visits and phone calls to under-represented residents, themed events will be employed to make the consultation process very inclusive.

Peopled powered Southwark impact assessment

57. Putting residents at the heart of everything we do and empowering communities to shape the places they live in and make decisions about issues which affect their lives is critical to the work of the resident involvement team.

Impact on neighbourhoods

58. A resident involvement framework that resonates with residents contributes to understanding the needs, priorities and aspirations of residents for their neighbourhoods and local community. It helps to develop a deeper understanding of the challenges faced by residents and how to work together to find practical solutions.

Closing the gap

59. The March 2021 census revealed multiple levels of deprivation in the borough and there is a need to work collaboratively with residents to address the indices of social and economic deprivation.
60. This includes empowering residents to hold landlord service providers accountable for the services they provide to residents such as repairs, grounds maintenance, estate cleaning to improve local neighbourhoods.

Health impact statement

61. The council as a landlord is required to provide decent, safe and well-maintained homes and to embed the views of residents in designing and delivering landlord services.
62. Resident empowerment and capacity building is key to holding the council as a landlord accountable for providing a customer-focused housing management service.

Climate change implications

63. Resident empowerment and capacity building is central to holding the council as a landlord accountable for providing effective landlord services.
64. The Great Estates programme is one of the many ways residents are involved in the environmental improvement of their estates. The gardening projects help to

reverse climate change. The new waste recycling bins installed on the pilot estates have helped to improve recycling which has a significant benefit for the environment.

Resource implications

65. The recommendations and their implementation will be delivered within the existing financial governance rules of the council. Until a review of resident engagement is carried out, it is unknown whether there will be an impact on the budget however officers expect that, with the possible exception of recommendation 5, all recommendations could be implemented within existing resource.
66. There may also be an implication on staffing resources, however, the implementation of changes would look to be funded from within existing resources.

Legal implications

67. See below concurrent from the Assistant Chief Executive, Governance and Assurance

Finance implications

68. See below concurrent from the Strategic Director of Finance.

Next steps

69. Once this report is approved and noted by cabinet, the resident involvement team, will, with the cabinet member for council housing, develop a draft resident involvement strategy to be consulted on in the coming months. Any of the recommendations above which need to be part of the consultation for that strategy will be reviewed, in compliance with the formal governance arrangements and implementation work will begin.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Assistant Chief Executive, Governance and Assurance

70. This report requests cabinet to agree the proposed response to the recommendations of the Environment and Community Engagement scrutiny commission's report on the residents' participation framework. It is noted that the next step is for officers to develop a draft resident involvement strategy to be consulted on. The Assistant Chief Executive, Governance and Assurance her staff will provide advice to officers on any legal and governance issues arising during development of the strategy.
71. To meet legal requirements, consultation on the strategy must be undertaken when proposals are at a formative stage and include sufficient reasons for the proposals and time for interested parties to respond. The product of the

consultation must be carefully considered when finalising and agreeing the strategy.

72. The public sector equality duty (PSED) in the Equality Act 2010 must also be given conscious consideration. Specifically, regard to the need to (a) eliminate discrimination, harassment, victimisation or other prohibited conduct, (b) to advance equality of opportunity and (c) foster good relations between persons who share a relevant protected characteristic and those who do not share it. The relevant characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion, religion or belief, sex and sexual orientation. The PSED general duty is a continuing duty and equality considerations should be considered at all stages of development of the strategy. Including where any disproportionate effects on groups sharing protected characteristics are identified, considering how this may be mitigated.
73. Under Part 3D of the Council's Constitution agreement to broad consultation arrangements is reserved to individual cabinet members in relation to their areas of responsibility.

Strategic Director of Finance

74. The Strategic Director of Finance notes the recommendation to the Residents' Participation Framework Mini-Review. There are no financial implications arising as a direct result of this report, however, a further review of resident engagement, the staffing structure as well as recommendation 5, which recommends the council should adopt a system of financial incentives for residents time needs to be completed and may have financial implications. However, at this stage, it is expected all changes will be funded within the existing annual budget for Resident Involvement.

BACKGROUND DOCUMENTS

No.	Title
Appendix A	Mini-Review of the Residents' Participation Framework by the Environment and Community Engagement Scrutiny Commission
Link (Please copy and paste into browser):	
https://moderngov.southwark.gov.uk/documents/s114679/Appendix%20A%20Resident%20Participation%20Framework%20mini%20scrutiny%20review%20report.pdf	

APPENDICES

No.	Title
None.	

AUDIT TRAIL

Cabinet Member	Councillor Stephanie Cryan, Homes, Communities and Finance	
Lead Officer	Cheryl Russell, Director of Resident Services	
Report Author	Nat. Stevens, Resident Involvement Manager	
Version	Final	
Dated	1 September 2023	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Assistant Chief Executive, Governance & Assurance	Yes	No
Strategic Director of Finance	Yes	No
Cabinet Member	Yes	Yes
Date report sent to Constitutional Team	1 September 2023	

Environment and Community Engagement Scrutiny Commission

MUNICIPAL YEAR 2023-24

AGENDA DISTRIBUTION LIST (OPEN)

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