

Air quality scrutiny review report - part two

Environment Scrutiny Commission
July 2021

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Executive Summary

This report summarises the Commission's investigation into improvement measures of air quality in Southwark. This report builds on initial findings and observations from the commission last year, which highlighted that whilst children, older people and those with respiratory conditions are vulnerable to man-made air pollution, poor air quality impacts everyone over the course of their life.

This report recognises that the need for traffic reducing measures to be implemented in a way that equitable and fair for all. The report also looks at the need for the council and GLA to carefully monitor and track its measures to reduce and mitigate transport emissions in Southwark.

Overall, it is critical that work is done with health partners, businesses, community groups and residents to ensure that measures introduced to improve air quality are done in parallel with measures to encourage a broader demographic to take up more walking and cycling.

Summary of Recommendations

Recommendation One

The framework to evaluate the Low Traffic Neighbourhoods (LTNs) ought to be provided in full to scrutiny to review, and this ought to summarise work with the Emergency Services, including a section evaluating London Ambulance Service (LAS) preference for cameras informed by an analysis of the impact of LTNs on emergency vehicles response times, different barrier options, and mitigations.

Recommendation Two

When evaluating LTNs the council ought to measure footfall on high streets, where it is possible to establish a baseline. The council also ought to outline work undertaken with traders to ensure that any difficulties (e.g. receiving supplies) are addressed and that the opportunity to maximize footfall and support the local economy is delivered.

Longer term the council ought to conduct a longitudinal study with a health partner such as King's College Hospital or Guy's and St Thomas' Hospital NHS Foundation Trust looking at the long term impact of LTNs on the health of residents.

Recommendation Three

The Council should conduct an analysis of schools that might be more disproportionately impacted by air pollution compared to other schools (looking in particular at schools with higher proportions of students on free school meals or with students that have English as a Second Language).

Where these schools are on main roads, the analysis should identify actions that can a) be tied in with the Low Traffic Southwark strategy to reduce traffic on those main roads and b) mitigate the impact of that traffic in and around the school itself.

More generally and in the longer term strategies are required to build on School Streets and to ensure that walking and cycling are increasingly built into the whole journey to school as part of the Movement Plan and that the number of and proportion of driven journeys are continually being reduced.

Recommendation Four

Focus on increasing PTAL in regeneration areas and where levels are low, e.g. the south of the borough, in order to reduce parking levels in new developments as close to zero as is possible

Recommendation Five

There is evidence of a far broader demographic being attracted to cycling during the pandemic as traffic levels have fallen. Targeted work is needed with women, low income, older people, disabled people, children and young people and some Black, Asian and Minority Ethnic communities to understand the barriers to participation and the actions that will increase cycling rates, including ensuring the wider cycling infrastructure is inclusive.

Recommendation Six

Work with Business Improvement Districts to deliver Nests to enable hubs to receive, and then deliver the 'last mile' of online shopping by e cargo bikes.

Follow up on Recommendation 15 of the Air Quality report and understand how sustainable freight is being worked into other Southwark strategies including the Movement Plan, as part of regeneration schemes and if the council is using sustainable freight for in-house services, where possible.

Recommendation Seven

Implement a pilot e cargo hire scheme in 2022, once the current focus on LTNs and school streets is embedded, and we are firmly in recovery from the pandemic.

Summary of Recommendations

Recommendation Eight

The commission recommends that once the LTN review is completed that more time is given over to responding to each of the commission's previous recommendations (from the first Air quality report) and that officers and cabinet leads return to the commission with a detailed operational plan outlining how Low Traffic Southwark will be delivered and provide a full response to the below:

- 1) Develop an operational plan with partners to implement the Movement Plan, focusing on structural changes, informed by the ambitions of the Movement Plan and its associated deprivation data.
- 2) Viability testing of the target to reduce traffic by 90% by 2030
- 3) End the current diesel contract for Southwark fleet vehicles and switch to EV as soon as possible. Swap EV for sustainable transport / freight. Revisit our procurement strategy to ensure subcontractors have EV or a sustainable fleet. Set a cut-off date for compliance so that subcontractors have time to make the switch. (marked to be considered in the cabinet response to the first report)
- 4) Southwark adopts a maximum charge for bike hubs/hangers that ensures that it is cheaper than car parking by space (marked to be considered in the cabinet response to the first report)
- 5) An update on charging for parking in the borough including the development and implementation of the emissions based charging policy and if this will include reductions in car parking provision. The commission recommended that this policy looks at the parameters of vehicle size, fuel, and multiple vehicles per house.
- 6) A borough-wide greenery programme to use native hedges to screen to against air

pollution, ecological planting and also improve the environment and place making. Examples include allotments and wildlife sanctuaries. (marked to be considered in the cabinet response to the first report) In addition the commission would like to see a focus on more ecologically friendly maintenance of housing estates, including less mowing of grassy banks and verges. Green waste also ought to be converted to compost, see Earth Cycle¹.

¹ <https://earthcycle.co.uk/about>

Introduction

This is the second report on Air Quality, following on from the first Air Quality report, completed in July 2020, by the previous iteration of Southwark Council's Environment Scrutiny Commission. This was a substantive report, with 20 recommendations, developed over a longer than usual administrative year, because of the pandemic. The overriding aim of the first air quality report was to deliver a reduction in overall traffic, and thus reduce one of the main sources of air pollution, with the added benefit of delivering a greener and safer borough.

This administrative year has been shorter than usual, and the main focus of this review has been to track the recommendations of the first Air Quality report, both the ones that are now being implemented, and ensuring that all the recommendations made last year are given due consideration.

Covid-19 has made the implementation of the recommendations much more challenging as traffic has become more unpredictable, public transport use has been negatively impacted by the risk of contagion, and officers, and other partners, have been stretched by the demands of the pandemic. However, the pandemic has also seen central and London government funding orientated towards schemes promoting active travel, and the transformative experience of London virtually free of traffic in spring 2020. Many more people are taking up cycling and walking and spending much more time in our local communities, allowing us to reimagine the city.

Review Scope

The following objectives for the review were identified at the start of the year. The primary focus has been on the first two, due to the limited time available:

- i. Effective implementation of Low Traffic Neighbourhoods (LTN), by the council and partners, to ensure that they deliver better air quality for all Southwark residents, particularly those residents most at risk from the adverse impacts of poor air quality (children, Black, Asian and Minority Ethnic residents, older residents, disabled residents, residents living in deprivation etc.)
- ii. Tracking additional council and TFL measures to reduce and mitigate transport emissions in Southwark.
- iii. Making recommendations to the council and relevant partners in order to reduce other sources of air pollution, not covered in depth by the previous scrutiny review on Air Quality in 2019/20

Evidence Received

All meetings were held online due and attendance was via video conferencing. The following officers, members and partners gave evidence:

- Guy's and St Thomas Trust Charity (GSTTC) – who are part funding Southwark's LTNs, attended to set out the aims of the schemes.
- Cabinet leads Cllr Catherine Rose, Cabinet Member for Leisure, Environment & Roads and Cllr Radha Burgess, Deputy Cabinet Member for Low Traffic Southwark attended twice
- Highways and planning policy officers gave regular evidence.
- GLA transport policy officers attended once for a focused session.

Themes

Greater London Authority's Work on Transport and Air Quality

The GLA evidence to the commission covered reports published on inequalities that found that deprived populations, including Black, Asian and Minority Ethnic residents are more likely to be exposed to higher pollution. The ULEZ is designed to drive down large scale pollution; particularly NO₂. The GLA referenced independent research that indicated that the ULEZ will reduce pollution by 71% and 81 % for deprived and Black, Asian and Minority Ethnic populations, respectively. The ULEZ will not equalize differences between populations but it will help with health inequalities.

The Mayor's Climate Emergency target of net zero by 2030 means there will be a need to reduce car journeys by 60%. As part of this the GLA is looking at road pricing, however no decision has been made yet. The Mayor's aim is that by 2040 80% of journeys will be by a sustainable mode; currently it is 40%.

The previous Air Quality Review recommended lobbying the GLA to introduce Road User Charging as a matter of urgency, citing the Centre for London July 2018 report on Road User Charging, showing that road user charging is the most equitable way to allocate the use of road space across London. In response to the above recommendation the cabinet has said that it supports the consideration of the use of road user charging and has undertaken to continue to lobby the Mayor and GLA.

In response to the need to encourage much more walking and cycling in London the Mayor and TfL released the Mayor's London Streetspace Plan (LSP), which is focused on Low Traffic Neighbourhoods for residential streets, expanding the cycle network and improvements to walking and cycling in Town Centers.

Effective Implementation of Low Traffic Neighbourhood (LTN)

Last year one of the main recommendations of the Commission was that Low Traffic Neighbourhoods be delivered across Southwark, starting with areas with the highest levels of public transport, worse air quality and most vulnerable populations. The report cautioned that any risk of displacement of traffic

onto main roads by Low Traffic Neighbourhoods must be complimented by measures to prevent this and ensure air quality is carefully monitored as our communities live, work, and go to school on both side roads and main roads. The review recommendations were inspired by learning from Waltham Forest Mini Holland schemes, which the GLA also commended as one of the best examples, when they gave evidence to the Commission in March 2020, saying that after some initial concerns local people are enthused by these.

The previous Air Quality report made specific recommendations on the introduction of a borough wide programme of Low Traffic Neighbourhoods, recommending these should be implemented:

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

Southwark has introduced several LTNs, and other measures to reduce traffic, that it is in the course of piloting during 2020/ 2021, with an overall aim of making streets healthier, safer and greener, and contributing to a newly articulated vision of a Low Traffic Southwark.

Many of these measures to reduce traffic have been introduced in 2020 as experimental traffic orders (ETMOs), using the Mayor’s London Streetspace Plan funding. Some sites have been informed by previous consultation and community organizing.

Three LTN sites have been chosen in partnership with Guy’s and St Thomas Trust Charity (GSTTC), who are partnering with the council to providing funding for three LTNs in the centre of the borough; Harris Primary & Nell Gwynn Nursery, Brunswick Park Primary and Ark Walworth.

GSTTC have a particular focus on child obesity, long-term conditions and air quality, which together make a focus on measures to reduce traffic, improve air quality and increase active travel an obvious priority for them.

The selection criterion for these schemes is:

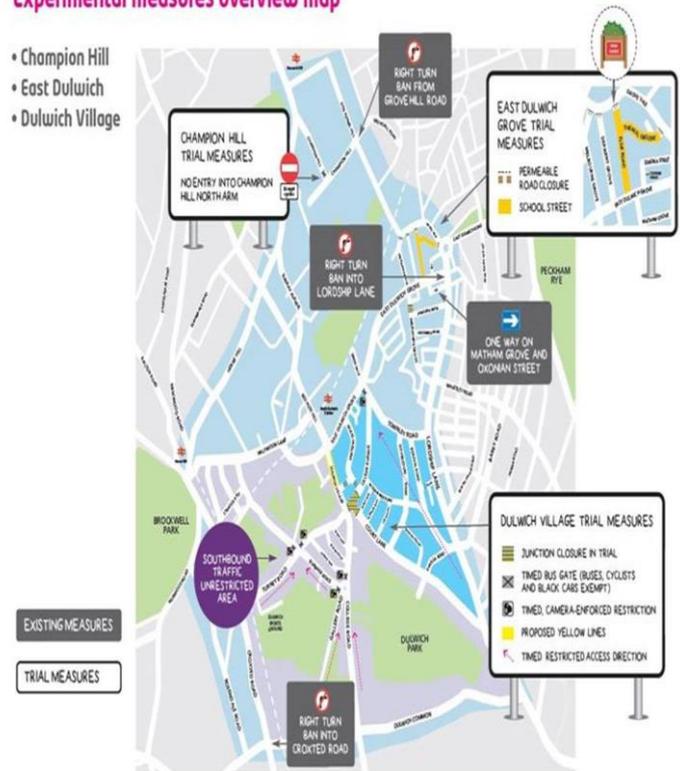
- High child obesity
- Poor air quality, particularly around schools
- High levels of social housing and deprivation
- Higher proportions of Black ethnicity populations in the locality
- Local Schools – in order to impact on children and family journeys
- Local parks – in order to increase use

The Commission heard that there will be robust evaluation of the GSTTC schemes with 20% of the budget assigned to this, which is much higher than usual. This is in order to inform future learning in Southwark and London wide. The evaluation will look at changes in behaviour, such as increased walking and cycling, on the streets with schemes, as well as adjacent streets. The number of car journeys will also be monitored. In November 2020 GSTTC told the Commission that the evaluation will not include measuring air quality, as this is challenging to do accurately, however subsequently officers informed the Commission that they are looking at the potential for high tech air quality monitoring equipment, which is welcome.

The monitoring and evaluation of Southwark LTNs will be based on the model the council is developing for the Dulwich Healthy Streets review. Dulwich

Healthy Streets has taken a neighbourhood approach, working with the community to address concerns about traffic volume and its impact on the community. Dulwich has the following schemes:

Experimental measures overview map



This framework was not made available to the commission to consider as it is not far enough advanced and the GLA election period has prevented consultation with residents and publication. It has since been published².

The Commission has therefore only been able to focus on limited aspects of the delivery of LTNs and other measures to reduce traffic.

Once the schemes are evaluated the Commission is keen that the council understand the impact on car usage and car ownership, to ensure that LTNs will decrease traffic over time, and thus air quality. The Commission acknowledges that changes to car ownership can take a while to see evidence of

² The formal review and consultation of the Dulwich area LTN measures (Dulwich Village, East Dulwich and Champion Hill) commenced on 17th May and will run for eight weeks. Details can be found at the following weblink: <https://www.southwark.gov.uk/transport-and-roads/improving-our-streets/live-projects/dulwich-review>

reductions, however previous research is positive³. There is detailed and local data available on car ownership, by ward and postcode, supplied by the DLA on a quarterly basis which can be used to monitor trends in car ownership⁴.

Work with the Emergency Services

Both Southwark Fire Service and London Ambulance Service (LAS) attended meetings and gave evidence. They stressed the importance of good communication, which they said has improved as the pilots have progressed.

LAS said that the combined impact on ambulances of traffic schemes and the pandemic had been very complex with massive peaks and troughs, across London. The cumulative impact of all schemes including LTNs, pop-cycle lanes, school streets, utility works and loss of major infrastructure had impacted on the Trust times. Overall there has been more traffic on the road with an average increase of 2 minutes in response time.

They reported that Southwark Council has implemented a larger number of schemes than most, and in a short period of time, which speaks to a high level of ambition. Crew staff are asked to report any delay due to traffic congestion, road layout or schemes that impact on their ability to respond to patients or egress patients to hospital, for patient safety monitoring. The total number of reported incidences pan London is 171, and in Southwark this is 51. An incident does not necessarily mean something adverse has happened. They gave the commission assurances that Ambulance times remain good in Southwark.

LAS have a preference for cameras rather than physical barriers to prevent circulation. They recognize the benefits of the LTN schemes and are keen to find solutions, emphasizing the importance of the council in continuing to engage closely with LAS during the design phase. The cabinet lead, Cllr Catherine Rose, reported that fortnightly meetings are now established and working well.

Similarly Southwark Fire Service emphasised that the importance of early engagement. The Fire Service priority is establishing attendance times; with a target of the first appliance taking 6 minutes to arrive, and the second 8minutes. They reported that on occasions static barriers had been

problematic; however, they reported that after consultation with the Fire Service these bollards were now moveable. The Fire Service said they did not necessarily have a preference for moveable bollards over planters, in all occasions, and they appreciated costs and other design issues. Their approach has been to visit traffic schemes and look at the route, planters, barriers, access and egress and overall impact of LTNs.

Recommendation One

The framework to evaluate the LTNs ought to be provided in full to scrutiny to review, and this ought to summarise work with the Emergency Services, including a section evaluating LAS preference for cameras informed by an analysis of the impact of LTNs on emergency vehicles, response times, different barrier options, and mitigations.

LTN's Impact on the Local Economy

Last year the scrutiny commission heard that LTNs have the potential to impact positively on local high streets, if managed well. The Mayor's Covid recovery plan focuses on a Green New Deal, which means High Streets for all, thinking differently and building on localism. Throughout Europe cities are adopting a more local approach, with the Paris 15 minute city being the most famous. Encouraging increased use of local businesses on our high streets ought to form part of the LTN evaluation framework. Successful integration with the local economy will increase the likelihood that communities will embrace these schemes , and strengthening the local economy will mean that some journey destinations will be closer , increasing the likelihood that people to will choose active travel. However the Commission acknowledges this is challenging during the pandemic, with many businesses closed for extended periods.

Recommendation Two

When evaluating LTNs the council ought to measure footfall on high streets, where it is possible to establish a baseline. The council also ought to outline work undertaken with traders to ensure that any difficulties (e.g. receiving supplies) are addressed and that the opportunity to maximize footfall and support the local economy is delivered.

Longer term the council ought to conduct a longitudinal study with a health partner such as King's College Hospital or Guy's and St Thomas'

³ <http://rachelaldred.org/research/low-traffic-neighbourhoods-evidence/>

⁴ <https://www.gov.uk/government/collections/vehicles-statistics>

Hospital NHS Foundation Trust looking at the long term impact of LTNs on the health of residents.

Schools impacted by air pollution- particularly schools with high proportion of residents with low incomes and from Black, Asian and Minority Ethnic backgrounds.

The School Streets programme is established and working well, with over 39 schemes now operational, 31 of which have been implemented this year, which is a huge acceleration in the programme. The council is aiming to install 60 schemes and has contacted every school in Southwark.

School Streets are aimed at making the roads around local school safer and less congested, by reducing driving. This is a key priority in tackling air pollution, as children are particularly vulnerable.

A recent GLA report showed an 18% reduction in people driving to school⁵. This is an encouraging finding but there is more work to be done to get a modal shift to active travel.

The Commission is keen that this work is expanded and that there is additional work with those schools located in areas of high pollution, particularly with low income and Black, Asian and Minority Ethnic children and young people, given the higher health risks face by these populations. The GSTTC schemes are a welcome complement to the School Streets programme.

Recommendation Three

The Council should conduct an analysis of schools that might be more disproportionately impacted by air pollution compared to other schools (looking in particular at schools with higher proportions of students on free school meals or with students that have English as a Second Language)

Where these schools are on main roads, the analysis should identify actions that can a) be tied in with the Low Traffic Southwark strategy to reduce traffic on those main roads and b) mitigate the impact of that traffic in and around the school itself.

More generally and in the longer term strategies are required to build on School Streets and to

⁵ <https://www.london.gov.uk/press-releases/mayoral/schoolstreets-improve-air-quality>.

ensure that walking and cycling are increasingly built into the whole journey to school as part of the Movement Plan and that the number of and proportion of driven journeys are continually being reduced.

Increasing Public Transport provision around the Aylesbury Estate and in the south of the borough

The commission is concerned that excessive parking levels are envisaged as part of the regeneration of the Aylesbury Estate, rather than a focus on increasing levels of Public Transport (PTAL) through the life of the regeneration scheme.

The south of the borough is a site of a number of pilot measures to reduce traffic initiatives, including Low Traffic Neighborhoods; however, it is an area with poorer PTAL. LTNs work best where there is good public transport and people can reach amenities easily by walking or cycling.

Recommendation Four

Focus on increasing PTAL in regeneration areas and where levels are low, e.g. the south of the borough, in order to reduce parking levels in new developments as close to zero as is possible

Measures to Encourage Active Travel with People Who are not Presently Using Cycling and walking to get around

The first Covid 19 lockdown saw a very significant rise in cycling rates and sale of bikes as people have sought safer ways of getting about and made the most of periods of reduced traffic. The Commission heard that the council is rapidly scaling up the provision of cycle hangers, which is welcome news.

In early summer 2020 the government announced that despite fewer people travelling overall during the crisis, there had been a 100% increase in weekday cycling and at weekends the increase has been up to around 200%, compared to pre-COVID-19 levels⁶. There is also evidence that new cohorts of people are taking up cycling.

⁶ The Department for Transport data measured cycling levels for the tightest lockdown period, spanning March 16th to June 1st, which was indexed against the equivalent day of prior years' data. See: <https://cyclingindustry.news/cycling-levels-up-by-up-to-300-during-uks-lockdown/>.

However there are still too many women in the UK who feel cycling "is not for them". The 2019 Sustrans Bike Life survey found that 76% of women in the UK never cycle and only 9% cycle regularly compared to 21% of men who cycle regularly, with women from ethnic minorities least likely to cycle. Similarly only 9% of disabled people regularly cycle, compared with 17% of able bodied people⁷.

Given that women are more likely to use several modes of transport and trip-train (multi stop journeys); more attention also needs to be paid to linking up safe cycle bike routes with other forms of transport, with greater provision of secure and well lit cycle parking and hire at transport hubs.

The Bike Life survey found that top barriers to broader participation are: safety, weather, confidence and storage and living close to the destination. People wanted an increase in more traffic-free cycle routes away from roads (e.g. through parks or along waterways), as well as more cycle tracks along roads which are physically protected from traffic and pedestrians from cars and cycle routes on quiet roads.

There was an appetite for extended hire options including access to cargo bikes and adapted cycles (e.g. tricycle or recumbent cycle).

There are a number of GLA / TfL schemes that specifically seek to broaden the profile of cycling, these include a detailed programed, centered on three themes:

- Streets that enable cycling: Londoners need safe, accessible routes that are not dominated by motorised traffic.
- Making it easy to get around by cycle: making a cycle journey should be as convenient as any other mode of transport.
- Promoting cycling for all Londoners: work with schools and communities to remove barriers and change perceptions about cycling.

Southwark also has a number of schemes including cycle proficiency training in schools that address confidence.

The commission believes that more work needs to be done to broaden participation including an analysis of gender and other inequalities to inform our existing cycling infrastructure, and how to take other needs into account and that we need to build

a cycling infrastructure that is explicitly feminist, informed by diverse and representative viewpoints.

Recommendation Five

There is evidence of a far broader demographic being attracted to cycling during the pandemic as traffic levels have fallen. Targeted work is needed with women, low income, older people, disabled people, children and young people and some Black, Asian and Minority Ethnic communities to understand the barriers to participation and the actions that will increase cycling rates, including ensuring the wider cycling infrastructure is inclusive.

Work to Reduce Emissions Caused by Online Shopping and Increase Sustainable Freight

Freight is responsible for a quarter of air pollution in Southwark and the council is increasingly engaging with this agenda.

The GLA officers told the commission that they are promoting sustainable freight with large companies such as UPS and DHL, who are working on consolidating their electrical fleet.

Some people in the gig economy, who work for delivery companies, have also benefited from the Mayor's London wide scrappage scheme.

Southwark officers reported that it is larger companies that are making the switch as they have the capacity to invest in expensive new technology. Sainsbury's is one such company, and they have found it as quick to use cycle freight to deliver food as vans. The council is working with local hospitals to encourage the switch to freight. However, officers reported that smaller companies are finding it harder to make the switch for two reasons; the first is that the freight industry has a small profit margin so this makes it difficult to be flexible. The other barrier is the lack of distribution sites in the north of the borough, because of the higher rent and the low profit margin.

Team London Bridge has been funded to promote cargo bikes in the most commercially viable location in the borough. After 2 years they have secured their first contract with a business.

In addition to the above the Commission thought a scheme where businesses could try out trailers and e cargo bikes, to see if these were right for their business, prior to investing, was proposed, as this could demonstrate the amount of bulky freight that it

⁷https://www.sustrans.org.uk/media/5942/bikelife19_aggregatedreport.pdf

is possible to move by bike. A similar approach has been used successfully in Waltham Forest to encourage take up of e cargo bikes. Officers cautioned that it could be complicated and expensive to deliver something like this during a pandemic with limited resources.

The Commission considered evidence that cities around the world are setting up schemes to address the pollution caused by the 'last mile'. The end of the journey, often through residential areas, of products increasingly purchased online, particularly for same-day and next-day delivery. These tight delivery slots lead to repeated journeys by vans into busy city centers, often at the height of rush hour. Cities such as Montreal, Berlin and the City of London are setting up pilot hubs in the city to receive packages, which are then delivered using special electric cargo bikes.⁸

Recommendation Six

Work with Business Improvement Districts to deliver Nests to enable hubs to receive, and then deliver the 'last mile' of online shopping by e cargo bikes.

Follow up on Recommendation 15 of the Air Quality report and understand how sustainable freight is being worked into other Southwark strategies including the Movement Plan, as part of regeneration schemes and if the council is using sustainable freight for in-house services, where possible.

Recommendation Seven

Implement a pilot e cargo hire scheme in 2022, once the current focus on LTNs and school streets is embedded, and we are firmly in recovery from the pandemic.

Delivering Low Traffic Southwark and Responding to Previous Recommendations

The previous Air Quality scrutiny review made a number of recommendations focused on driving down traffic overall with work on reducing traffic volumes on main roads needed to compliment the delivery of LTNs.

The amount of work involved in staff delivering the LTNs, as well as the more ambitious vision of

reducing emissions, and thus private car use, over a shorter time period due to the climate emergency, has meant that a complete response to all the previous recommendations, and a revised Movement Plan has not been yet been provided.

While recognizing the constraints on member and officer capacity and the huge amount of work undertaken in recent months, to obtain a clear picture of the strategy for addressing Air Quality in Southwark the Commission needs to:

- understand the plan for delivery of the recommendations of the previous Air Quality scrutiny review (see below)
- Be able to scrutinise the proposed Low Traffic Southwark strategy
- Be able to scrutinise the revised Movement Plan.

Recommendation Eight

The commission therefore recommends that once the LTN review is completed that more time is given over to responding to each of the commission's previous recommendations and that officers and cabinet leads return to the commission with a detailed operational plan outlining how Low Traffic Southwark will be delivered and provide a full response to the below:

- 1) **Develop an operational plan with partners to implement the Movement Plan, focusing on structural changes, informed by the ambitions of the Movement Plan and its associated deprivation data.**
- 2) **Viability testing of the target to reduce traffic by 90% by 2030**
- 3) **End the current diesel contract for Southwark fleet vehicles and switch to EV as soon as possible. Swap EV for sustainable transport / freight. Revisit our procurement strategy to ensure subcontractors have EV or a sustainable fleet. Set a cut-off date for compliance so that subcontractors have time to make the switch. (marked to be considered in the cabinet response to the first report)**
- 4) **Southwark adopts a maximum charge for bike hubs/hangers that ensures that is cheaper than car parking by space (marked to be**

⁸ <https://www.theguardian.com/cities/2019/nov/04/can-nests-and-eco-bikes-reduce-the-environmental-impact-of-parcel-delivery-in-cities->

considered in the cabinet response to the first report)

5) An update on charging for parking in the borough including the development and implementation of the emissions based charging policy and if this will include reductions in car parking provision. The commission recommended that this policy looks at the parameters of vehicle size, fuel, and multiple vehicles per house.

6) A borough-wide greenery programme to use native hedges to screen to against air pollution, ecological planting and also improve the environment and place making. Examples include allotments and wildlife sanctuaries. (marked to be considered in the cabinet response to the first report) In addition the commission would like to see a focus on more ecologically friendly maintenance of housing estates, including less mowing of grassy banks and verges. Green waste also ought to be converted to compost, see Earth Cycle⁹.

⁹ <https://earthcycle.co.uk/about>