

Item No. 25.	Classification: Open	Date: 7 December 2021	Meeting Name: Cabinet
Report title:		Response to the environment scrutiny commission - air quality (Part 2)	
Ward(s) or groups affected:		Borough wide	
Cabinet Member:		Councillor Catherine Rose, Transport, Parks and Sport	

FOREWORD – COUNCILLOR CATHERINE ROSE, CABINET MEMBER FOR TRANSPORT, PARKS AND SPORT

I wish to thank all the members of the Overview and Scrutiny Committee and specifically the Environmental Scrutiny Commission for their work throughout the past 12 months. I look forward to engaging with the Committee on 1 December and also early in the New Year to set out how we are working through all the recommendations in relation to Streetscape Schemes, Air Quality and overall traffic reduction measures to help us deliver a low traffic borough in line with our Movement Plan, Climate Emergency Change Action Plan and Air Quality Strategies.

RECOMMENDATIONS

1. To receive an update on officers' responses to Environment Scrutiny Commission's Report 'Air Quality scrutiny review report- part two' dated April 2021 for information further to the report considered at Cabinet September 2021.

BACKGROUND INFORMATION

2. In April 2021, the Environment Commission agreed their report 'Air quality scrutiny review report - part two' which was subsequently presented to cabinet on 14 September 2021. The report focused on three areas; the effective implementation of Low Traffic Neighbourhoods (LTN), additional council and TfL measures to reduce and mitigate transport emissions in Southwark and making recommendations to the council and relevant partners in order to reduce other sources of air pollution, not covered in depth by the previous scrutiny review on Air Quality in 2019/20.
3. This paper sets out officers' response to each of the recommendations in the air quality report

KEY ISSUES FOR CONSIDERATION

4. **Recommendation 1:** The framework to evaluate the LTNs ought to be provided in full to scrutiny to review, and this ought to summarize work with the Emergency Services, including LAS preference for cameras.
5. *The council has made all the baseline data and evaluation for low traffic neighbourhood schemes publically available via the council's website. There has been a recognized challenge in providing a sufficiently robust data given the changing travel patters throughout the past 18 months, with this the council has made a commitment to the longer term monitoring of these schemes to better understand their impact across a longer time period.*
6. **Recommendation 2:** 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.
7. *The council with TfL maintains 21 vivacity cameras at key high street locations across the borough. The information from these cameras provides a continual feed of footfall counts and can be used to understand changing walking levels at these high street locations. This information has been used in the evaluation of a number of LTNs including Walworth and Dulwich.*
8. **Recommendation 3:** 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.
9. *The council maintains a holistic yet data informed approach to working with schools. There has been a focus on working with schools identified through the Movement Plans equity framework, local community needs and the schools willingness and ability to engage with the council.*
10. **Recommendations 4:** 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.
11. *The council has been working with TfL as the strategic transport authority to improve access to and quality of service to regeneration areas. This has been particularly challenging given current funding pressures. The council has however ensured that car free development in the borough is delivering.*

12. **Recommendation 5:** There is evidence of a far broader demographic audience 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 increase cycling rates.
13. *The council recognises that a wider part of the community has been drawn to cycling through the pandemic for a wide range of reasons, healthier, quieter roads, use of public transport less desirable and a change in travel patterns. Pre-pandemic Central government and TfL in turn have invested heavily in cycle infrastructure (routes and parking), the borough in low traffic neighbourhoods. Complimentary schemes such as cycle training has received lower levels of funding subsequently the council has had to reduce this offer to focus on children. It is hoped that once the council receive a more stabilized funding agreement, we can reopen this offer to the whole community*
14. **Recommendation 6:** Work with Business Improvement Districts to deliver Nests to enable the delivery and pick up of online shopping. 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.
15. *The council has been expanding the reach of freight initiatives and learning. The council is part of Cross River Partnerships Clean Air Villages project which seeks to implement freight initiative and learning across central London, the borough was a partner in Centre for London's report 'Worth the Weight: Making London's deliveries greener and smarter' which includes a case study on the Old Kent Road. We are engaging with local business to improve delivery and servicing as part of the offer on the Walworth Road Low Emission Neighbourhood. As well as looking ahead and incorporating wider delivery and servicing consolidation within regeneration areas particularly the Old Kent Road.*
16. **Recommendation 7:** Implement a pilot e cargo scheme in 2022, once the current focus on LTNs and school streets is embedded, and we are firmly in recovery from the pandemic.
17. *With financial support from the High Street recovery fund an e cargo bike scheme is currently being undertaken in Lordship Lane, Dulwich.*
18. **Recommendation 8:** 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:
 - Develop an operational plan with partners to implement this, focusing

on structural changes, informed by the ambitions of the Movement Plan and its associated deprivation data.

- 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)
- Southwark adopts a maximum charge for bike hubs/hangers that ensures that is cheaper than car parking by space (marked to be considered)
- 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.
- 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).

19. *Noted, once the existing LTN reviews have been completed a wider report and response will be prepared.*

Financial implications

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

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Scrutiny commission report cabinet 14 September 2021	Title of department / unit Address	Name Phone number
<p>Link (please copy and paste into browser): https://moderngov.southwark.gov.uk/documents/s101273/Appendix%20A%20Air%20Quality%20part%20two%20report.pdf</p>		

APPENDICES

No.	Title
None	

AUDIT TRAIL

Cabinet Member	Councillor Catherine Rose, Transport, Parks and Sport	
Lead Officer	Matt Clubb, Director of Environment	
Report Author	Sally Crew, Transport Policy Manager	
Version	Final	
Dated	29 November 2021	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Governance	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team	29 November 2021	