

APPENDIX 3

Draft Environment Scrutiny Commission report on the Climate Emergency road map

1 Background

On 27 March 2019 Southwark's Council Assembly resolved to call on cabinet to declare a Climate Emergency and do all it can to make the borough carbon neutral by 2030.

In order to take this forward a Climate Summit was held in July 2019, attended by councillors, officers and community representatives. The Environment Scrutiny Commission received an update on this event shortly after.

On 1 October 2019 Councillor Richard Livingstone, Cabinet member for Environment, Transport and the Climate Emergency, and Stuart Robinson-Marshall Head of Sustainability & Business Development presented the Climate Emergency Strategy draft road map to the Environment Scrutiny Commission

The Commission discussed the plan and also heard from:

- Councillor Adam Harrison, Cabinet member for a sustainable Camden, who spoke about the wider engagement work of the council, Camden's Citizens' Assembly and their recommendations.
- Extinction Rebellion, who recently gathered views from Southwark residents and will be part of the Climate Emergency Strategy co-design group.

This report is a response to this and intended for the cabinet to consider alongside the expected Climate Emergency Strategy road map which will also come to cabinet on 29 October.

2 Summary of recommendations

Recommendation one

The council must not hold back on green initiatives, until we have a perfect plan. The situation is an emergency and demands urgent action, and as such schemes, such as community energy, must be brought forward at the earliest opportunity. This will help build community engagement and confidence in our resolve and commitment.

Recommendation two

The following are recommendations for better involving people and community organisations across the borough between now, the adoption of the strategy in mid-2020, and its subsequent roll out:

- The engagement process should start with a leadership statement from the council about the Climate Emergency issue and the council's approach to environmental stewardship. How does fossil fuel burning, vehicle emissions, a denuded green environment, loss of species, all contribute to the climate emergency and why does it matter? What position does the council take for our borough, city and planet? This statement, and subsequent distribution and education in the borough, should be implemented before the rounds of engagement detailed below to ensure we have the best input from our communities. The statement should additionally overlay some of the wealth of

information we have (council tax bands, indices of multiple deprivation, car ownership, road causality rates, air quality etc.) to fully understand who in the borough experiences the benefits and who suffers the most from our environmental actions and to integrate the principle of climate justice.

-A borough-wide online engagement process to discover what residents feel about issues relating to the Climate Emergency and the sorts of actions they want the council to take. The OurHealthyStreets approach using Commonplace, an online platform, in Dulwich and now Walworth is a good place to start. The Council should work with a range of groups including environmental campaigners and residents associations to get them to feed into this process. We suggest that in order to bring this survey to life for residents, it is prefaced with a strong, evidence based statement

-Multi-ward meetings across the borough where Councillors and residents come together to discuss issues around the Climate Emergency. This will give a sense of how issues may be viewed differently across the different parts of the borough.

-The use of the Youth Council/Young Advisors to engage in a structured and representative way with young people across the borough. This method of engagement is proving of value in relation to the Walworth Town Hall redevelopment for example.

-Engaging with schools and the growing number of elected eco-councillors in primary and secondary to help children and parents contribute and build momentum.

-A citizens assembly, where a representative sample of Southwark citizens (usually about 50) come together, to first learn about the challenges and possible solutions and then to deliberate and propose recommendations.

-Online testing of emerging themes of the strategy with those who are interested to participate (potentially identified from the original borough-wide survey) to help assess and modify emerging policies.

-A rolling programme of People's Assemblies to discuss the emerging strategy and to help Southwark address the most difficult issues.

Recommendation three

Provide a timetable for reviewing all significant policies and action plans. This should include baseline data and milestones. The plan should go further than just reducing the rate of carbon emissions and instead must look at absorbing carbon, restoring ecosystems and opportunities to fund this.

An example is provided in section 4.3

Recommendation four

Adopt Climate Justice as a key principle.

Recommendation five

Review the all transport and planning policies to drive down total car use and increase provision of play-spaces, Low Traffic Neighbourhoods and enhance sustainable transport options that prioritise vulnerable residents including children, schools, older people, disabled people and those with lower incomes. This ought to

take a holistic approach to traffic management and ensure that the emissions burden is not unfairly moved to those communities least able to bear it.

Recommendation six

Include a review of carbon offsetting with a view to

- a) Eliminating or drastically reducing its use**
- b) Ensuring any offsetting fund is used effectively and produces an annual report.**

Recommendation seven

A carbon rating system is recommended for all proposed developments in the borough, which must include embedded carbon.

Recommendation eight

Consider adopting the Circular Economy approach in the Climate Strategy, which also encompasses biodiversity and social justice impacts, as well as carbon emissions.

3 Context

Global

The scale of the challenge that climate change presents us globally is unprecedented. The changing climate due to anthropogenic (originating from human activity) emissions, coupled with rapid biodiversity and ecosystem loss, is combining to create what has been termed the 'sixth mass extinction event', and the ushering in of the Anthropocene geological epoch. This mass extinction event threatens or severely impacts all life on our planet.

The world has already warmed by 1 degree and despite the reductions in emissions in developed countries these have not been significant enough to prevent an overall rise globally. The most recent IPCC report ¹ identified the need for dramatic overhaul of the global economy, including a shift away from fossil fuel, in order to keep below the 1.5 degrees by 2100, which is advisable, and 2 degrees which is imperative. The recent IPCC report said urgent actions are needed to reverse the current trajectory.

Alongside the rise in admissions globally there has been an average 20% loss of the abundance of native species, mostly since 1990, and the rate of species loss is accelerating. The UN Chair of The Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) chair recently said of their latest report that:

"The overwhelming evidence of the IPBES Global Assessment, from a wide range of different fields of knowledge, presents an ominous picture," said IPBES Chair, Sir Robert Watson. "The health of ecosystems on which we and all other species depend is deteriorating more rapidly than ever. We are eroding the very foundations of our economies, livelihoods, food security, health and quality of life worldwide."

He goes on to advise:

*"The Report also tells us that it is not too late to make a difference, but **only if we start now at every level from local to global**," he said. "Through 'transformative change', nature can still be conserved, restored and used sustainably – this is also key to meeting most other*

¹https://www.globalcarbonproject.org/global/pdf/GCP_2019_Global%20energy%20growth%20outpace%20decarbonization_UN%20Climate%20Summit_HR.pdf

global goals. By transformative change, we mean a fundamental, system-wide reorganization across technological, economic and social factors, including paradigms, goals and values.”

UK and Southwark

The UK is not faring well; the 2016 RSBP State of Nature found that the UK has lost significantly more nature over the long term than the global average. This index suggests that we are among the most nature-depleted countries in the world². In addition UK Ecosystem Assessment in 2011 found that around a third of our natural ecosystems are declining with many others in a reduced or degraded state. Our tree cover is also one of the lowest in Europe.

In terms of climate change one of the biggest risk is flooding and rising sea levels. The majority of Southwark is below 10 metres. If rising carbon emissions are not halted by 2100 rising sea levels could see up to 1-2 metres, in worst case scenarios³.

Government progress and ambition to reduce carbon

The UK's current target is to cut 80% of emissions from 1990 levels by 2050. The government says **greenhouse gas emissions have fallen by 42% since 1990**.

However environmentalists have criticised this figure as it excludes emissions from international aviation, shipping and imports. The UK is not unique in excluding these as it has adopted international standards, however if these were to be included (as the Labour Party proposes) then the current reduction would be more in the order of 10%.

Southwark progress and ambition to go carbon neutral

The council work to date has seen a 37% reduction in carbon from 2008. This is only a measure of the council's output, however, which represents 16% of the borough's total carbon emissions. The new Climate Emergency plan is therefore much more ambitious as the aim is now for the whole borough to achieve zero carbon by 2030. This place setting agenda is welcomed, alongside the plan to incorporate work on biodiversity.

The comments and recommendations below are made in the context of an acknowledgement of the extremely bold and demanding targets that the borough has set for itself in seeking to become carbon neutral by 2030. This has been made particularly acute given the dramatic funding cuts that the borough has experienced in the past decade.

There is overall strong support for the road map but the following recommendations are made to a) make the delivery of the strategy more likely and b) to improve the process of engagement that the strategy proposes.

4 Discussion and recommendations

4.1 Urgency and pace, breadth and depth, and a bold approach.

The revised timescale presented to the Commission now envisages a final plan being formulated and presented in the Autumn 2020, rather than the end of this year. The Commission heard that this is because the Climate Emergency Strategy needs good

² RSPB State of Nature. Page 6

³ <https://www.bbc.co.uk/news/science-environment-48337629> and <https://www.climate.gov/maps-data/dataset/sea-level-rise-map-viewer>

engagement and some areas requiring change are more complex and complicated than anticipated. The council is looking for pace rather than haste.

Extinction Rebellion said the gravity of the situation demands a similar response to that of the Second World War, where the whole country was mobilised within 6 months in order to shift the economy to the war effort.

The Commission received reassurances that the new timescale will not prevent action being taken in the interim to increase efforts to go zero carbon . Officers said that they can revise policies and there will be opportunities under procurement to change these in line with the ambition to tackle the climate emergency.

Members acknowledged that effective partnership, engagement and consultation takes time, which they agreed is crucial to its success. The Commission urged breadth and depth, both in engagement and in order to revise Southwark's policy framework.

In addition the Commission urged the council to develop strategic partnerships with other councils, the GLA, and other strategic partners as the Local Authority will not be able to deliver its ambitions for the whole borough alone.

Recommendation one

The council must not hold back on green initiatives until we have a perfect plan. The situation is an emergency and demands urgent action, and as such schemes, such as community energy, must be bought forward at the earliest opportunity. This will help build community engagement and confidence in our resolve and commitment.

4.2 Co-Development of the Strategy.

What is special and distinct about the declarations of Climate Emergencies by 21 other London Local Authorities is they are a response to issues that communities and citizens have raised. It is vital that the strategies to tackle climate change and biodiversity are created in conjunction with local people.

The process proposed for developing this strategy is too close to the traditional ways in which Southwark develops its strategies. Yes, there was a session with local stakeholders in July and yes, a Partnerships Steering Group is proposed. And, while it is acknowledged just how hard this is for Southwark a) owing to its constrained resources and b) owing to the enormity of the task in hand to develop a robust plan towards a carbon neutral borough by 2030, it is really important that things are done differently.

There is a wealth of interest in this issue amongst residents in the borough and expertise too, with a high concentration of environmental NGOs. Owing to the impact that the changes required will have on residents' lives, it is important that they are able to feel ownership of that task and strategy. Alongside this the scale of the changes demanded will need the council to maintain and build citizen support .

The Commission heard about Camden Council which held a Citizens Assembly with 49 residents. Citizen assemblies comprise of a demographically representative selection of local people. The Camden Assembly produced 17 recommendations, starting with 600 ideas made by residents, school children, businesses and organisations including the Roundhouse, British Museum and University College Hospital. Camden residents made over 250 submissions to the online Commonplace platform, some of which contained multiple ideas.

The Citizens Assembly was assisted by a panel of observers including Councillor Georgia Gould (Leader of Camden Council), Farhana Yamin (international climate change lawyer, Extinction Rebellion and Camden resident), Shana Tufail, (Alan Turing institute - representing Camden businesses and organisations) and Gabrielle Kennedy and Hareta Tesfay (from La Sainte Union school representing 'The Sustainers' – Camden's school sustainability steering group).

Oxford city council, meanwhile, is holding a citizens' assembly to shape its action plan. It is on target to cut emissions by 40% by 2020 and plans to introduce a zero-emission zone in the city centre. It will also be trialling what it believes is the world's largest hybrid battery to power ground-source heat pumps serving around 300 homes and increase electric vehicle-charging capability.

Southwark has a very strong community sector and an excellent track record of bringing people together, particularly at a local level. As such the Commission recommends a rolling programme of Peoples Assemblies, facilitated by ward members utilising the Empowering Communities Programme. Peoples assemblies differ from citizens assemblies in that they are usually self organised communities of interest or locality (rather than a representative sample utilised by citizen assemblies) . Both approaches ought to be employed in complementary ways.

Recommendation two

The following are recommendations for better involving people and community organisations across the borough between now, the adoption of the strategy in mid-2020 and its subsequent roll out:

- The engagement process should start with a leadership statement from the council about the Climate Emergency issue and the council's approach to environmental stewardship. *How does fossil fuel burning, vehicle emissions, a denuded green environment, loss of species, all contribute to the climate emergency and why does it matter? What position does the council take for our borough, city and planet? This statement, and subsequent distribution and education in the borough, should be implemented before the rounds of engagement detailed below to ensure we have the best input from our communities. The statement should additionally overlay some of the wealth of information we have (council tax bands, indices of multiple deprivation, car ownership, road causality rates, air quality etc.) to fully understand who in the borough experiences the benefits and who suffers the most from our environmental actions and to integrate the principle of social justice.*

-A borough-wide online engagement process to discover what residents feel about issues relating to the Climate Emergency and the sorts of actions they want the council to take. *The OurHealthyStreets approach using Commonplace, an online platform, in Dulwich and now Walworth is a good place to start. The Council should work with a range of groups including environmental campaigners and resident's associations to get them to feed into this process. We suggest that in order to bring this survey to life for residents, it is prefaced with a strong, evidence based statement*

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-The use of the Youth Council/ Young Advisors *to engage in a structured and representative way with young people across the borough. This method of engagement is proving of value in relation to the Walworth Town Hall redevelopment for example.*

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-A citizens assembly, where a representative sample of Southwark citizens (usually about 50) come together, to first learn about the challenges and possible solutions and then to deliberate and propose recommendations.

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Obviously care has to be taken with engagement owing to the resources available BUT the strategy must not just be a rabbit-out-of-a-hat. The ideas for it and its development must be undertaken hand-in-hand with residents, NGOs, tenants and community groups. Special attention must be paid to engaging with marginalised communities, parents / carers of children in schools (many of which are on major roads and suffer from very poor air quality), those living in poverty, on our estates and on major roads. It is vital that equalities monitoring is robust in this regard and all aspects of our engagement on the issue.

4.3 Aligning Southwark strategies, plans and procurement with the Climate Emergency.

While there is talk of workstreams that cover the key headings, there is a real need to align adopted, emerging and proposed strategies with the goal of a climate emergency. There is also the issue of vision and preparedness to act. While it is important to take time to develop the strategy, this is not about tinkering with strategies; in the light of the Climate Emergency significant changes will be needed.

Examples of this include:

Adopted strategies.

The Movement Plan and the associated Local Implementation Plan 3 were adopted prior to the declaration of a Climate Emergency and will need significant changes to attain the goal of a carbon neutral borough by 2030 (in conjunction with TfL and GLA policies of course).

An example of how a strategy might be deepened relates to the Movement Plan. The Movement Plan is an excellent expression of the need to link wellbeing and health to travel but, in terms of its goals and associated funding bids (eg LIP3 bids to TfL), it has not been devised with the goal of helping Southwark play its part (along with TfL and Mayoral policies) in reaching carbon neutrality by 2030. To address this along with the key issue of air quality, deeper policies are needed. Co-ordinated action with other London boroughs will help Southwark strengthen the arguments for the introduction of bolder car reduction policies. It is positive that Southwark is already working with the other Inner South London boroughs but more still may be achieved working with other potentially like-minded Inner London boroughs such as Camden, Islington, Hackney, Tower Hamlets and Haringey. In the area of transport, key policy areas that can make a real difference to both emissions and air quality. For example the most significant way that motor vehicle use can be reduced is through Congestion Charging/Road User Charging; there are steps that boroughs can take on this either alone or in conjunction with other boroughs but ideally this is something that the Mayor

will bring forward, and the council could play a key role in partnering and advocating for this action.

Another example of a plan that ought to be reviewed if possible is The Aylesbury Area Action Plan, that envisages a maximum of 0.4 car parking spaces per home averaged over the whole masterplan. This appears incompatible with climate emergency goals.

Current consultations. Current and recent consultations such as the Tree Strategy and Biodiversity plan offer a strategy with little or no co-ordination with the role that trees could play to reduce emissions and help mitigate against climate change and the degradation of ecosystems . This strategy (like others) needs to be reassessed and re-visited as regards the potential that trees and biodiversity could play on-street and in open spaces in parks and across estates, now, and in longer term to capture carbon and restore biodiversity and ecosystems.

Developing plans and strategies. The most obvious significant strategy is the recently agreed New Southwark Plan, and associated subsidiary plans, which the Commission understands will be reviewed in light of the new carbon target . A range of issues appear to need review in the light of the Climate Emergency declaration. This review would need to include issue such as building materials and techniques, their life cycle, the value of embedded carbon when demolition or regeneration is considered, the heights of buildings (using wood rather than concrete) and the levels of car parking provision (Camden now mandates car-free development for all developments).

Other significant workstreams in development include the district heating system to ensure it meets best environmental practice, such as the Enfield scheme⁴, and the Great Estates programme. Nottingham is leading the way here, having set a target for the whole city to be carbon neutral by 2028. It has met the previous target of cutting CO2 emissions by a quarter by 2020 two years early. Every new council house built has solar panels while council leaseholders have been offered discounted rates. It is also worth noting that Nottingham was the first UK city to introduce a Workplace Parking Levy and has used the funds from that to invest in public transport and active travel.

Procurement The council renewal of the contract with Interserve offers an opportunity to move towards more climate friendly solutions to the delivery of freight and post. Cargo bikes are now a viable way of delivering post, for example.

Procurement could also be used to promote vegetarian and vegan options and reduce meat and dairy products from office and school canteen menus. According to the Vegetarian Society, 70 per cent of the world's agricultural land is used for rearing farm animals, either as grazing land or to grow fodder. Far less land is used to grow crops to feed directly to humans. The animals themselves are said to emit more damaging gases than the world's entire transport system. There is a concurrent need to cut the amount of food flown in from abroad or driven across the country in lorries, which will require support for local producers by and regional distribution networks

The latest science in the IPCC Land and Climate report identifies that change in agricultural practices and in behavioural change in reducing meat in our diets will be an important part of reducing emissions. "We don't want to tell people what to eat," says Hans-Otto Pörtner, an ecologist who co-chairs the IPCC's working group on impacts, adaptation and vulnerability. "But it would indeed be beneficial, for both climate and human health, if people in many rich

⁴ <https://policy.friendsoftheearth.uk/insight/33-actions-local-authorities-can-take-climate-change>

countries consumed less meat, and if politics would create appropriate incentives to that effect.”⁵

Recommendation three

Provide a timetable for reviewing all significant policies and actions plans. This should include baseline data and milestones. The plan should go further than just reducing the rate of carbon emissions and instead must look at absorbing carbon, restoring ecosystems and opportunities to fund this.

An example is below:

Causes	Council department responsible	Key strategies	Current base-line	Key actions required	Other orgs involved
Burning coal, oil and gas produces carbon dioxide and nitrous oxide.	Planning Highways Environment New Council homes	New Southwark Plan Climate Change Strategy Movement Plan		All new builds to be carbon neutral Reduce driving by X amount Reduce parking spaces by X amount Replace district heating systems with zero carbon alternative	Active travel campaigning groups Tenants & leaseholder groups Southwark Pensioners
Cutting down forests (deforestation). Trees help to regulate the climate by absorbing CO2 from the atmosphere. So when they are cut down, that beneficial effect is lost and the carbon stored in the trees is released into the atmosphere, adding to the greenhouse effect.	Parks Housing	Tree policy		Plant X amount of trees/ Consider (through engagement with residents/groups) identifying a proportion of open spaces in parks and housing estates that might be given over to Carbon Sink tree planting programmes	Parks – Friends of Groups
Increasing livestock farming. Cows and sheep	Public Health			Reduce meat served at the council by X	

⁵ Nature news article: Eat less meat: UN climate-change report calls for change to human diet

Causes	Council department responsible	Key strategies	Current base-line	Key actions required	Other orgs involved
produce large amounts of methane when they digest their food.				amount	
Fertilisers containing nitrogen produce nitrous oxide emissions.	Environment Procurement	Biodiversity			
Fluorinated gases produce a very strong warming effect, up to 23,000 times greater than CO ₂ . Thankfully these are released in smaller quantities and are being phased down by EU regulation					
Carbon capture	Environment	Tree and biodiversity strategy Cleaner, Greener Safer		Make sure that grants are available to initiatives that capture carbon	

4.4 Climate Justice: social and intergenerational equity, cars and other forms of sustainable transport

Motor vehicles contribute a significant amount of local CO₂ and other toxic emissions, impacting on both climate change and air quality. The Commission considered that was a strong ethical case for driving down car use. This needs to be aligned to increases in provision of public transport, as well as walking and cycling.

Extinction Rebellion cautioned against the situation in France where higher carbon related taxes hit the rural poor the most. They said that mass engagement and solutions like cheaper or free public transport ought to be pursued, rather than private electric vehicles.

Car ownership is closely linked to higher income, and the harms of traffic fall on those with lowest incomes. In Southwark 69% of Newington households have no car or van access whereas only 28% of Village households do not⁶. Nationally and locally pollution is also most concentrated in areas where young children and their parents are more likely to live. Researchers have found that those communities that are most polluted and which also emit

⁶ Southwark census data 2011

the least pollution tend to be amongst the poorest in Britain, and that this is evidence of environmental injustice in the distribution and production poor air quality.⁷ See appendix 1, Taming car traffic: a social justice issue, a presentation given by Rachel Aldred, Reader in Transport University of Westminster, to Haringey Council.

This presentation is sobering and reminds us of our obligations to all of our citizens. As Dr Mudway said at the first Commission, "it is the people who matter." Addressing this issue requires the council to make its policy crafting far more data-rich, overlaying demographic information - council tax bands, indices of multiple deprivation, car ownership, journeys and more - to fully understand who in the borough experiences the benefits of and who suffers from our actions. Additionally, the council should model the likely impact of proposals such as highways changes and decide what level of harm (if any) in the short-or long-term the council is willing to impose on its residents. Is it 10% more NO₂ a year, 15% more PM_{2.5}? The council has an obligation to tell the people who will be affected and to justify it. All the data suggests the poorest are least equipped to cope with the ill-effects of pollution in particular and extreme caution should be used with any initiatives that make them shoulder that burden.

The Commission considered the approach taken by the Mayor of Tirana, the capital of Albania, which prioritised children in the provision of transport, piloting temporary car free days, followed by banning cars in the city centre. More recently they have decided to mirror the provision of public space to the patterns of car ownership, and are working to ensure that the public realm prioritises disabled and older people. In Tirana 80% of households do not own cars so instead of building roads they have built linear parks with children and adult playspaces, cycleway and pathways. Other European cities have taken a similar approach of prioritising children over car owners:

"The great city is not the one that has highways, but one where a child on a tricycle or bicycle can go safely everywhere." ~ Enrique Peñalosa, former mayor of Bogotá.

The Commission members thought that the assumption of the right to a free parking space should be challenged, given the amount of space and pollution generated by cars. A study on the cost of a car parking space put this at several thousands⁸. This land could be better used to provide playspaces, pathways, cycleways, trees, or even homes.

These are all approaches the Commission believes the Climate Emergency Strategy should address:

- **Reducing Car Use.** The most significant way that motor vehicle use can be reduced is through Congestion Charging/Road User Charging; there are steps that boroughs can take on this either alone or in conjunction with other boroughs but ideally this is something that the Mayor will bring forward. This is key to reducing motor vehicle usage and improving air quality on main roads. Significant policies that can impact of private vehicle use also include a) the potential adoption of a Workplace Parking Levy and b) creating bus and cycle only corridors on key bus routes to improve bus journey time reliability and improve safety (eg Rye Lane).
- **Parking Policies.** Again, this can have a very significant impact of kerbside usage, how our streets are used and levels of car ownership, usage and air pollution. Overall in Southwark around three-fifths of all households do NOT own a car. Key policies

⁷ Mitchell and Dorling 2003:<https://journals.sagepub.com/doi/abs/10.1068/a35240>

⁸ <https://www.eta.co.uk/2018/01/19/what-value-a-parking-space/>

include a borough-wide CPZ, higher parking charges (residential and on-street) and a progressive reduction in parking provision (potentially in favour of street greening and increased cycling and walking provision).

- **Low Traffic Neighbourhoods** have proven benefits for the communities where they have been introduced. Research has shown that casualty levels are reduced, through traffic is removed, air quality is improved and walking and cycling levels have been increased dramatically. One study in Waltham Forest found quantifiable increases in life expectancy.

The implementation of low-traffic neighbourhoods must take a holistic approach; understanding the impact of their implementation on surrounding areas, including potential changes to the rate and flow of traffic on major roads, both increases generated by displacement of through traffic and conversely the effects of traffic evaporation as evidenced after the introduction of the Waltham Forest mini-Holland scheme.

Their roll-out across Southwark ought to be taken in conjunction with the development of policies to monitor their impact and, if needed, to reduce traffic on main roads (in conjunction with TfL) ensuring that there is no worsening of the conditions of residents who live on adjacent main roads.

There must be proper monitoring of traffic flows, air quality before, during and after highways changes for an appropriate period, especially with vulnerable populations like hospitals and schools or in areas of deprivation, and there must be transparency for residents on any increases or decreases in air quality .

The introduction of low-traffic neighbourhoods relies on the introduction of controlled parking zones and this must be recognised.

We recommend the Climate Emergency survey actively engage communities on major roads, including schools which may suffer disbenefits from interventions to tackle both air quality and climate change and take a proactive approach to mitigating any potential disbenefits such changes incur.

- **Work with TFL and the DfT** to improve the provision of public transport.
- **Work with the private and third sectors** to improve the provision of bicycle and e-bike hire including its use for taxi and delivery services and to limit the impact of delivery services and private hire services.
- **Safe Cycling.** Creating segregated cycle routes on main roads. To reduce costs, light segregation can be used.
- **Car free development.** No parking spaces in new developments. Re-assessing existing planning policies that permit more than the minimum parking levels to make provision of people with disabilities.
- **Sustainable Freight.** Moving away from fossil-fuel powered delivery to electric vehicles and cargo bikes.
- **Car free days** ought to be made easier with the presumption towards granting permission

- **Play streets** ought to be factored onto new developments and part of Low Traffic Neighbourhoods.
- **School Streets** again hastening the roll out of Southwark's current programme.

Recommendation four

Adopt Climate Justice as a key principle

Recommendation five

Review the all transport and planning policies to drive down total car use and increase provision of play-spaces, Low Traffic Neighbourhoods and enhance sustainable transport options that prioritise vulnerable residents including children, schools, older people, disabled people and those with lower incomes. This ought to take a holistic approach to traffic management and ensure that the emissions burden is not unfairly moved to those communities least able to bear it.

4.5 Retrofitting , Regeneration and Carbon offsetting

According to the Technology Strategy Board, the construction, operation and maintenance of the built environment accounts for 45% of total UK carbon emissions (27% from domestic buildings and 18% from non-domestic buildings).

Optimising the use of less polluting materials is an important way of cutting embedded carbon in new buildings. Around half of all CO₂ emissions in the industry are from cement production, both in the manufacturing process and as a by-product of the chemical reactions. Low-carbon cements are available which are less energy-intensive to produce as they often include magnesia, enabling the absorption of carbon dioxide during curing. Other 'sustainable' materials such as timber, straw and compressed earth have lower carbon footprints than cement, as well as absorbing CO₂ while growing.

The council planning policies require high environmental standards in new-build homes. However, where it is demonstrated to be not possible to achieve the target on site the council has established a carbon offset fund for cash in lieu contributions from developers to meet the target off site. This money is spent on carbon offsetting projects around the borough to achieve CO₂ reduction savings.

The Commission raised concerns about the rigour of the planning process, and if the council ought to only allow offsetting either not at all, or only in exceptional cases. They also thought the effectiveness of the offset fund ought to be reviewed.

A carbon rating system was discussed for all proposed developments in the borough; this must include both potential emissions and embedded carbon.

Extinction Rebellion raised this as one of their top concerns, because of both the volume of carbon expanded in construction and concerns over empty flats. Regeneration presents some of the most challenging issues given the social need for more affordable housing and austerity.

Many of the council's buildings, including the older housing stock, will need extensive retrofitting. When doing this the Commission sought assurances that the embedded carbon is considered, as frequently up to half the carbon in a component's life is embedded in its manufacture.

In addition to reviewing the carbon offsetting arrangements Southwark ought to look at approaches such as the [Circular Economy](#)⁹ in construction and regeneration. This would look at the lifetime use and value of buildings, including the cradle to cradle life of components. This approach would be able to weigh the value of recycling existing buildings versus new build, measure the long term ecological impacts of the material used, and capture the negative environmental and social impacts of unused 'buy to invest' flats.

Recommendation six

Include a review of carbon offsetting with a view to

- c) Eliminating or drastically reducing its use*
- d) Ensuring any offsetting fund is used effectively and produces an annual report.*

Recommendation seven

A carbon rating system was recommended for all proposed developments in the borough, which must include embedded carbon.

Recommendation eight

Consider adopting the Circular Economy approach in the Climate Strategy, which also encompasses biodiversity and social justice impacts, as well as carbon emissions.

⁹ https://www.lwarb.gov.uk/wp-content/uploads/2015/04/LWARB-London%E2%80%99s-CE-route-map_16.6.17a_singlepages_sml.pdf