

Scrutiny review tracking report

March 2021

This report collates the recommendations from the following review reports and subsequent cabinet responses, and updates arising from these:

- Community Energy June 2019 (page 1)
- First report on the Climate Emergency road map October 2019 (page 13)
- Second report on the Climate Emergency strategy July 2020 (page 26)
- Air Quality July 2020 (page 35)

Community Energy June 2019	Cabinet response 29 October 2019	Notes
<p>Recommendation one Scope out the possibility for Southwark to develop a SPV and/ or local electricity supply model to support solar and other renewable energy projects, including Combined Heat and Power. Explore the feasibility of engagement in London-wide initiatives through the GLA including through its 'License Lite' supply arrangement.</p>	<p>We are currently developing an overarching borough wide strategy in order to make Southwark Carbon Neutral by 2030. The use of SPVs, local renewables and other sources of CHP and energy recovery will be central to this delivery.</p> <p>The council will actively explore all options to decarbonise and reduce residents 'bills through the management of its assets, working with residents, schools and other partners, as well as by building constructive relationships with private,</p>	

	<p>public and community sector organisations that can help us meet the 2030 target.</p> <p>From the end of this year, Southwark residents will be able to sign up to London Power, a new, fair-priced, green energy company, available exclusively to Londoners, established by the GLA in partnership with Octopus Energy. The scheme will allow consumers to have a 12-month fixed tariff for electricity and gas, which will always be within the cheapest 10% of comparable tariffs available in the market. All energy will be from 100% renewable sources and all profits from the scheme will go to the GLA to be used for community projects.</p>	
<p>Recommendation two Encourage TMOs and TRAs to explore community energy through the Great Estates programme, in partnership with local Community Energy community benefit companies. This could also directly link with the development and roll-out of electric vehicle charging points.</p>	<p>There is likely to be considerable interest from estate based community groups for renewable energy projects. Such initiatives have additional benefits such as community cohesion and raising climate awareness. An initial call for interest in 2018 produced positive responses from more than 20 TRAs. The council is currently looking to acquire the capacity to undertake renewable energy audits with residents.</p> <p>The Great Estates programme provides a</p>	<p>Request an update on EAPs and if renewable energy been included as part of the Great Estates Programme, and specifically if the provision of solar and charge points for electric vehicles has been included in EAPs as part of the Great Estates Programme.</p>

useful framework for community-led renewable energy projects that can be included and developed within individual Estate Action Plans (EAPs). However, of the 388 responses to the initial call for ideas, only 2 mentioned possible solar projects. Currently 20 proposed Great Estates projects are being shortlisted to select those to go forward in the first round to develop EAPs. The Great Estates Board will then consider how community renewable energy initiatives can be included in EAPs.

Subject to capacity, the council can undertake community energy audits on all or some of the selected GE projects and develop a process for this that can be applied across the housing stock. More broadly, the council is also able to carry out a desktop survey of the housing stock to identify those blocks with potential for solar generation and taking into account planned major works that could affect solar projects.

One of the pilot projects assessed by BRE involved Haddonhall TMO and SELCE. Partnership with an established community benefit energy provider would reduce financial risk and the burden of project planning on the council, while also adding

	<p>community engagement capacity. The council would still need to have the expertise to evaluate proposals, which would have to conform to planned maintenance schedules. The council would also need to be satisfied with the contractual terms of arrangements that typically last for two decades.</p> <p>Community benefit schemes tend to be shareholder based and might not lead to any reduction in communal electricity costs, so the council would also need to be satisfied that schemes produce an acceptable level of community benefit.</p> <p>Around one-third of the council's homes are supplied by ageing district heating systems, the renewal of which provides a major opportunity to invest in efficient and sustainable replacement. The council is in the process of producing a Heat Network Strategy which will guide investment within the framework of the corporate decarbonisation strategy.</p> <p>Given the complexity, variables and long-term commitment involved and following the development of a corporate decarbonisation strategy, the council can initiate a process of discussion with community benefit energy companies</p>	
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	<p>about the parameters for partnership, which can include looking at a range of methods and technologies to achieve strategic goals.</p> <p>To support the take up on electric vehicles for those with no off street parking, the council has a programme of installing charging points within lamp posts within walking distance of people's homes. The new London Plan requires that all residential car parking spaces provide infrastructure for electric or Ultra-Low Emission vehicles and that at least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. Consideration of the charging infrastructure of electric vehicles can be included in EAPs as part of the Great Estates Programme.</p>	
<p>Recommendation three Join the Mayor of London's 'London Homes Energy Efficiency Programme' [LHEEP] and use this to plan energy efficiency on estates and assist project planning the best time to fit renewables , where feasible.</p>	<p>The London Homes Energy Efficiency Programme began in 2018, replacing the RE:NEW programme. This £3.6m fund will run for three years as part of reducing carbon emissions from London homes by over 90% by 2050. LHEEP provides high level technical advice for 'deep retrofit' initiatives on existing homes. It can also support the procurement of specialists and help with the financing of projects.</p>	<p>Request an update on if the Carbon Reduction Options for Housing Managers (CROHM) software and if there has been engagement with the London Homes Energy Efficiency programme.</p>

	<p>. The council is considering purchasing the Carbon Reduction Options for Housing Managers (CROHM) software, a stock assessment tool for large-scale landlords for designing and implementing strategic retrofit programmes for their housing stock. In addition, the £500m Mayor’s Energy Efficiency Fund provides flexible and competitive finance to enable, accelerate or enhance viable low carbon projects across London, which could be used by the council (or partners) to deliver either energy efficiency or renewable energy generation schemes.</p> <p>The support, tools and finance available through these schemes come at a cost for which there is currently no budget. Any decision to engage with them needs to be taken within the context of the council’s wider decarbonisation strategy and associated resources.</p>	
<p>Recommendation four In relation to the existing pilot projects, we would encourage the Council to recognize some of the limitations of the BRE studies, and factor in emerging models such as that being proposed by SELCE with Haddonhall. The enthusiasm and desire from residents to make all three projects work must be built upon.</p>	<p>The BRE study focused on the technical and financial aspects of solar proposals on 3 estates. The study provided detailed data about communal energy consumption, the potential power that could be generated and associated income. The report found that in each pilot the amount of savings to the communal energy bill together with anticipated income derived from electricity generation</p>	

	<p>would unlikely cover the capital cost of installations over a twenty year period, even without taking into account the cost of installation and planned maintenance to roofs. The report considered other options, such as switching communal lighting to LEDs, as more cost effective.</p> <p>BRE did not examine capital financing options and the Haddonhall/SELCE project was not at a sufficiently advanced state to assess value/cost to the council. Neither did the report seek to quantify non technical and financial variables, such as community cohesion, behavioural change and increased awareness of climate change that community-led renewable energy projects could deliver.</p> <p>To decide on proposals for solar or similar projects, the council needs to be able to evaluate data against criteria to assess cost and benefit. The BRE feasibility study provides guidance on what criteria and data, which need to be adapted to Southwark's circumstances, including taking into account non financial criteria.</p> <p>Currently, the council does not yet have the technical expertise or capacity to develop an in-house evaluation process and apply this to the three pilots or future</p>	
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	<p>projects. The development of an effective process not only requires investment in tools and skills, but also integration into the corporate decarbonisation strategy, a paper on which is going to Cabinet shortly. At present, the council can assess resident-led proposals in terms of compatibility with the QHIP schedule (relating to roofs) and can also, where appropriate, plan decarbonisation actions, such as LED installation, as part of planning major works projects or Estate Action Plans.</p>	
<p>Recommendation five Work with other parts of the borough estate, particularly schools, to support the development of Community Energy solar projects, recognizing that this support may require a commitment of resources</p>	<p>Corporate Facilities Management have looked at the potential for installation within the corporate properties and Tooley Street, Queens Road 1 and 2 and Peckham Library all appear suitable for the installation of solar panels. To date the only location being actively pursued is Tooley Street where a scheme to replace thermal solar panels with electricity generating ones (Gateway 1 report drafted).</p> <p>Similar feasibility studies can be carried out for other buildings, including installation costs, estimates of energy savings and likely pay back period. Works would be procured by a formal tender process.</p>	<p>Has there been further engagement and coordination with Southwark Community and Foundation schools on renewable energy , and has that included and assessment of their suitability for PV in particular.</p>

Schools

Of the borough's 75 primary schools, 34 are Community Schools and 4 Foundation Schools. The remaining schools are a mix of Academies, Voluntary aided or Free Schools and not under the general control of the council. Some schools already have solar panels on their buildings, particularly those that have been rebuilt in recent years. The school estate is a mix of building styles and each one would need to be assessed to determine the suitability of solar panels.

Head teachers and governors would need to be incentivised to agree to the installation of the systems and helped with ongoing maintenance.

In some of the schools where we have installed renewable energy systems, we have had meter read outs showing how much CO² has been saved and what the energy use of the school is and this can be used as an education resource. All new schemes going forward they will have to meet the new London Plan level of minimum 35% CO² reduction and solar panels could be installed in these situations as part of the solution along with air source heat pumps as the primary heat generation.

	<p>The legal position of an independent company using the roof space of a primary school for generating income would need be reviewed by the council's legal advisors and a check made with the Department for Education to ensure that this does not breach any school regulations or legislation. The responsibility for the upkeep of the array and the maintenance of the structure supporting the array would also need to be explored to ensure that the schools (and the council) did not carry a commercial risk on this.</p>	
<p>Recommendation six Ensure that the planning process is rigorous in its promotion of carbon-neutral schemes and that the Council's own developments in particular, are best in class in relation to energy efficiency. Look at the opportunities provided by any resulting carbon offsets, particularly resulting from regeneration schemes, to invest in community energy.</p>	<p>In accordance with national, regional and local planning policies, all major development is required to reduce carbon emissions by at least 35% on a 2013 baseline. Since 2016, all homes built as part of major developments are required to be zero carbon. Where this can't be achieved, the council takes a payment in lieu. This 'carbon off-set' is secured by S106 legal agreement and allocated to carbon reduction projects in the borough.</p> <p>The priority is for new developments to be zero carbon, however, it is recognised that this can be very costly to developers and would therefore negatively impact their</p>	

	<p>other obligations, such as provision of affordable homes. A payment in lieu is generally more efficient, both socio-economically and environmentally. The carbon off-set payment is calculated as £60 /tonne over 30 years (i.e. £1800/tonne) and follows the recommendations of both the Mayor and Central Government.</p> <p>There is currently over £600,000 in the carbon off-set fund and the first identified project has been the upgrade of internal lighting, to super efficient LEDs, in the communal areas of council housing estates.</p> <p>In addition to the above, the council's own developments must align with the London Plan's energy hierarchy and Southwark Core Strategy. Policy covers the technical details, such as construction, but on-site mitigation measures include photovoltaic panels, high efficient gas boilers, mechanical ventilation and heat recovery and LED lighting.</p> <p>The planning department are in the process of adopting the New Southwark Plan policy document, but will also be reviewing all supplementary guidance. In the autumn, there will be a draft strategy,</p>	
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	outlining the planning department's influence on the climate emergency.	
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First report on the Climate Emergency road map October 2019	Cabinet report 4 February 2020	Notes
<p>Recommendation one</p> <p>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.</p>	<p>We agree with the commission that green initiatives should not be held back until the perfect plan is in place. A draft strategy is being developed for consultation in the spring, and ahead of that a review is taking place across council services looking for opportunities which will tackle climate change.</p> <p>In December, cabinet agreed a proposal to establish a climate emergency reserve of £2m 2020-21 to coordinate the various activities and action plans across the council and will support the delivery of the climate change strategy following extensive engagement during the first half of 2020. The council has also created and filled a new senior post to manage the council's response to the climate emergency.</p> <p>Other initiatives we have taken forward. For example divestment from fossil fuels in our pension fund, reducing council carbon emissions rolling our school streets programme and making it easier</p>	

	<p>to walk and cycle in the borough.</p> <p>While we agree that we should not hold back on pursuing green initiatives until the plan is fully formed, we also need to ensure that any initiatives we do follow are going to be effective and deliver the outcomes we want for the investment that we make. For example, the council has already taken forward the proposal for community led renewable energy as reported to cabinet in October 2019. There are challenges in developing sustainable energy projects on our estates</p>	
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<p>Recommendation two</p> <p>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:</p> <ul style="list-style-type: none"> - 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. 	<p>We agree that it is very important to publish a statement and will do so alongside our consultation on the strategy. The council has a crucial leadership role in responding to the climate emergency and we recognise that clarity on our approach is necessary for this.</p> <p>We also recognise that while we have an important contribution to make on this issue, there is also considerable expertise in other areas. We can set out our initial position on these issues, but want to be open the expertise of others both locally and nationally so they can help shape out thinking as we develop our strategy.</p> <p>We will ensure that through the consultation we make quality information available to help ensure an informed debate. Looking forward over the next decade as we work to meet our target, we will have ongoing consultation with the public where we ensure that there is clear and accurate information from the council about the climate emergency, what needs to be done and how everyone can play their part.</p> <p>We agree that there should be a strong</p>	
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<p>-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 Our Healthy Streets 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</p> <p>-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.</p>	<p>online presence. We will look at other initiatives in the council and beyond to ensure that we use best practice. Our ambition is for the engagement to be as full as possible and ongoing over the life of the strategy. To do this effectively we will look at a range of approaches to ensure that we reach residents effectively and that they can properly engage with the council on this issue.</p> <p>We are developing the scope and nature of our engagement as part of the strategy consultation, but we will want to ensure that we reach the widest and most diverse range of people and groups – not just those already actively engaged in this issue. This will of course include campaigners and TRAs but we need to be more ambitious than that, and will look at how we engage all parts of the borough.</p> <p>We would support the use of multi-ward meetings to encourage further action on this issue. Multi-ward meetings are led by members who decide on local priorities and the agenda. If members want to hold meetings on this issue, we would be supportive of this and can ensure that</p>	
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<p>-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.</p>	<p>relevant consultation resources are available.</p> <p>Members have announced that Southwark’s first borough conference on 21 March will have the climate emergency as its theme. The borough’s Community Champions will work with the Cabinet Member and officers to develop a series of workshops, and speakers for the conference and are exploring ways to engage with a range of community groups and other organisations based in the borough.</p> <p>Young people and future generations are the people who will live with the consequences of climate change and the actions that we take today. It is essential that they are at the heart of our approach and that their ideas are central to this work moving forward.</p> <p>We agree about the huge contribution that the youth council and young advisers can make and support their involvement in this process. We will engage with them, but also go further and look at what other ways, in addition to young advisers and the youth council, we can use to engage with and hear from young people.</p>	
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<p>-Engaging with schools and the growing number of elected eco-councillors in primary and secondary to help children and parents contribute and build momentum.</p> <p>-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.</p>	<p>We will learn from the ‘Southwark Conversation’, where young people were one of the hardest groups to reach. Through this process we will work again with established groups like the youth council and young advisers, but also consider whether there are other approaches such as sessions in schools, or through youth groups which are also needed to reach the widest range of young people.</p> <p>We agree that young people are some of the most passionate advocates for this issue and their activism can drive change in society. Young people are helping to set the agenda internationally as well as driving change locally.</p> <p>We will look for every opportunity to engage with young people through this process. We will work with out schools to find ways to align the work that they are doing with young people on this issue, with our approach.</p> <p>. Citizens’ assemblies have been used in other authorities with an aim to build a</p>	
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<p>-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.</p> <p>-A rolling programme of People’s Assemblies to discuss the emerging strategy and to help Southwark address the most difficult issues.</p>	<p>demographically representative citizen consensus about how the local authority should address the issue. Camden Council has led done some very interesting work developing this approach in relation to climate change.</p> <p>As Southwark develops its strategy and approach, we would look at the experiences of Camden and others and explore whether this model is right for Southwark. We agree that there needs to be engagement from across the borough, representing the diversity of the borough and we will explore the citizens assembly model as one way of ensuring this.</p> <p>The consultation will include online consultation but will be broader than this. We need to engage with those beyond people who are already interested and test our policies and ideas with the broadest range of residents. We will ensure that there is ongoing dialogue an opportunities for the public to engage and consult with the council on its full range of policies.</p> <p>As set out in paragraphs 21a and 21b we will explore the use of citizens or peoples</p>	
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	<p>assemblies. We are very interested in this model, but at this stage do not want to limit ourselves to this as the best or the only way to address such issues.</p>	
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<p>Recommendation three</p> <p>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.</p> <p>An example is provided in section 4.3</p>	<p>a. We agree. The final strategy needs to be comprehensive and measurable. In the same way the council is held to account on its council plan commitments, there needs to be measurable reporting on the progress that the council is making to deliver this commitment. To enable this, we will develop a performance framework that is transparent and open to public scrutiny.</p> <p>There are many different ways to measure carbon emissions and different boroughs have employed different methods. In order for the data to lead to the greatest change it needs to be robust and enable effective comparison and accountability. We will therefore be working with London Councils to try and agree a single framework across London.</p> <p>This process may take longer than is ideal, but the benefits of a joint approach outweigh this. As with the concern about green initiatives being delayed (recommendation 1) we will ensure that this does not hold up action and will continue to take positive steps towards our commitment to being carbon neutral by 2030.</p> <p>Officers are already collating information</p>	<p>Update requested on work with London Councils to try and agree a single framework across London for carbon emission reduction.</p>
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	<p>about policies across the council that can impact on the climate emergency. As policies and approaches are being developed, such as the new homes design guide, the council aims to take a holistic approach to the issue and consider all aspects of work on the climate.</p>	
<p>Recommendation four Adopt Climate Justice as a key principle.</p>	<p>We are very concerned about the social injustice and inequality of climate change. In the UK and across the world it is those who are often least able to adapt to change who will be worst affected. Tacking social injustice will be at the heart of our approach to climate change. As we adapt to reduce our carbon, we must ensure that the burden does not fall disproportionately on the groups of residents with the least. The council's values and our vision of a fairer future for all is at the heart of everything that we do. This is also true of our approach to climate change.</p> <p>In establishing our approach to the climate emergency, we should define a</p>	

	<p>set of principles that are clear and meaningful to our residents and wider community.</p>	
<p>Recommendation five</p> <p>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.</p>	<p>We agreed the council’s movement plan in April 2019. The plan took a more holistic approach than past ‘transport plans’. The plan aims encourage more people to make healthy choices in travel, reduce pollution and the space required for motor vehicles. The nine missions contained in the document set a clear vision for creating the environment for increased wellbeing and with this a reduction and more efficient network.</p> <p>In developing the plan we have set out how we will use traffic management, parking controls and other measures. We will encourage active travel and use more space that is currently for cars to encourage people to socialise and use these public spaced differently.</p> <p>c. The plan contains an equity framework. This will guide our work in delivering the movement plan ensuring that the needs of</p>	

	<p>all people are considered. The framework considers access to transport (cost of travel or physical access, people's experience (how long it takes, how crowded it is) and the impact of movement (air and noise pollution, safety) and how this affects people's wellbeing. It is important that we reduce carbon emissions overall from travel and not simply displace them from one area to another. As set out in paragraph 26a, our approach must be one which reduces social injustice and social inequality</p>	
<p>Recommendation six</p> <p>Include a review of carbon offsetting with a view to</p> <ul style="list-style-type: none"> a) Eliminating or drastically reducing its use b) Ensuring any offsetting fund is used effectively and produces an annual report. 	<p>Carbon off-setting makes a valuable contribution to reducing carbon in the borough and will continue to do so. There is some production that will be unavoidable and where that is the case offsetting is necessary. Offsetting should therefore remain part of any plan to become carbon neutral.</p> <p>We do however agree that we should aim to reduce the use of carbon offsetting and it should not be used in place of other methods which reduce or eliminate carbon emissions.</p> <p>With any carbon offsetting which is used, it is important that this is effective and</p>	

	<p>open to scrutiny.</p> <p>Officers will be reviewing policies including supplementary planning documents which include our approach to carbon offsetting.</p> <p>Following publication of the New Southwark Plan, the Cabinet Member for Growth Development and Planning announced that officers will review the plan in the light of the declaration of the climate emergency and bring forward a proposed amendment to further reduce carbon. Officers will also review our policy on carbon offsetting which could include increasing the amount we charge for offsetting.</p>	
<p>Recommendation seven</p> <p>A carbon rating system is recommended for all proposed developments in the borough, which must include embedded carbon.</p>	<p>We agree that a carbon rating system would be desirable. To be effective, this needs to be done at the regional or national level so that standards were enforced across the development sector. This would encourage improvements in building design and construction. Officers will explore this idea with London Councils.</p>	<p>Update on Carbon rating system with London Council.</p>

<p>Recommendation eight</p> <p>Consider adopting the Circular Economy approach in the Climate Strategy, which also encompasses biodiversity and social justice impacts, as well as carbon emissions.</p>	<p>We will ensure that these ideas are part of the consultation. We already encourage people to firstly reduce waste, reuse what they can and then recycle what they cannot either reduce or reuse. Reducing our overall waste whether in our daily lives on in processes such as building needs is crucial if we are to reduce our carbon emissions.</p>	
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<p>Second report on the Climate Emergency strategy</p> <p>July 2020</p>	<p>Cabinet response</p> <p>20 October 2020</p>	<p>Notes</p>
<p>Recommendation 1 The Climate Emergency is reframed to include the wider Ecological Emergency, with a commitment to work towards staying within safe Planetary Boundaries, and this shift is tested in the engagement process.</p>	<p>The draft strategy recognises that ecological protection is a crucial element of fighting climate change and already includes numerous ecological aspects and commitments to biodiversity. These include but are not limited to providing free biodiversity protection and maintenance</p>	

	<p>training, supporting community rewilding and removing pesticide use.</p> <p>We therefore feel that the strategy does not need to be reframed. Our council commitment is to tackling a climate emergency and it is important that this strategy directly reflects this commitment. It is also important that we reflect that ecological protection is a part of our wider climate emergency rather than a separate issue. We are consulting on all aspects of the strategy and ecological protection will be a key part of this.</p>	
<p>Recommendation 2 Include a strand in the strategy for Restoration, which includes increasing carbon absorption and improving the biosphere and link to present biodiversity plans.</p>	<p>We agree that restoration is a vital element of redressing carbon emissions and we will need to engage with it as part of our commitment to carbon neutrality. We must be willing to adapt planning policy to focus on restoration rather than redevelopment where possible. We will consider this recommendation as part of the consultation on the draft strategy.</p>	
<p>Recommendation 3 Alongside this develop an action plan and work with other London councils and with Government to seek to secure the policies, funding and powers we need to restore nature nationally and, locally to stop wildlife habitats from being destroyed, managing land in a sustainable way that is sympathetic to wildlife and</p>	<p>We agree with the recommendation that our own commitments on wildlife and habitats should sit alongside commitments from national government and other bodies. To have a cohesive and effective approach to the biodiversity crisis, we must work together at all levels</p>	

<p>creating and caring for wildlife-rich spaces in every part of the city.</p>	<p>of policy and action.</p> <p>In our draft strategy, we have included actions that need to happen on a national, London and individual level to protect and restore wildlife and habitats in Southwark alongside our own. Our priorities are our local conditions and opportunities and we will proactively work with other councils and national government to ensure the borough is able to protect habitats and wildlife as much as possible.</p> <p>We will also be heavily building on the work of the Southwark Nature Action Plan (SNAP) published this year. The SNAP sets out a vision for the continued protection, conservation and enhancement of nature in the borough and recognises that urgent action needs to be taken to respond to the decline of species and habitats.</p> <p>There are many areas where we can act now without additional resources or policy changes from external bodies and we are keen to hold ourselves to account in the first instance.</p>	
<p>Recommendation 4 The final consultation on the draft strategy must overlay information on emissions and deprivation to enable people to make informed responses to the strategy and the</p>	<p>We agree with this recommendation that any transition away from carbon emission must be just, inclusive and fair. In our engagement work we have actively sought to engage with</p>	<p>Follow up on how deprivation data has been used to enable a Just Transition</p>

<p>collective work of reducing emissions, underpinned by the commitment to an inclusive, fair and Just Transition.</p>	<p>residents from deprived communities to ensure that those often most impacted by the fallout of climate change are properly represented. We are firmly committed to a just transition so will look into how best to use deprivation data to deliver this as part of our action plan.</p>	
<p>Recommendation 5</p> <ul style="list-style-type: none"> • Map both emissions and consumption data. • Map deprivation data and overlay this with emissions data to generate and prioritise the most effective actions that enable an inclusive, fair and Just Transition. • Investigate digital twin AI technology. 	<p>We support this recommendation and will explore mapping emission and consumption data to generate and prioritise an approach that enables a just transition. We will also investigate living digital simulation models as a tool to identifying local policy responses as part of our action plan.</p>	<p>Follow up on the mapping of emissions and consumption data.</p> <p>Follow up on investigation of digital simulation tools .</p>
<p>Recommendation 6</p> <ul style="list-style-type: none"> • Engage with the Youth Council, youth environment groups , and other young people to set up an environment Youth Council. • Engage with Eco Councillors in schools (primary schools are working remotely with more and more children attending). • Early action to engage with communities that might not easily be able to engage digitally or where the climate change agenda has not featured people’s views equally, including BAME, older and disabled people. 	<p>We agree with the recommendation that proactive engagement with young people and those that work with young people is a necessary part of the consultation on the draft strategy. We will actively seek to engage with the youth council and youth environment groups on our draft strategy and look to set up an environment youth council that will feed into our work on the climate long term. We have already met with our Young Advisors to discuss how best to engage with young people long term on the climate, and will be working closely with colleagues on the youth review.</p> <p>We are keen however, that youth engagement on the climate emergency is</p>	<p>Request update on work with:</p> <ul style="list-style-type: none"> • Youth Council • Youth Environment groups • Schools generally and school Eco councillors specifically

	<p>owned and led by young people themselves where possible. The discussions and findings coming out of youth groups on this topic should be free from significant interference or involvement by the council, to ensure that they are organic and meaningful.</p> <p>Our ability to engage with groups who are less digitally engaged has been significantly impacted by the emergence of the COVID-19 pandemic. Our priority has been engaging with residents in a safe and socially distanced way, which has meant we have been required to frequently use online resources. We will however continue to engage with those unable to access digital service social distancing permitting.</p> <p>Unfortunately COVID-19 is still a significant influence on the way we engage with our residents. However, we have already produced some socially distanced events in parks and will continue to look at safe and engaging ways to reach out to those who are not digitally engaged.</p>	
<p>Recommendation 7 Engage with the local BIDS as part of the consultation strategy</p>	<p>We agree with the recommendation and will look to engage with the local BIDS and the wider business community as part of the consultation on the draft strategy.</p>	<p>Request and update on work with local BIDS and wider business community</p>

<p>Recommendation 8</p> <ul style="list-style-type: none"> • Adopt a local target to halve petrol and diesel road journeys by 2025, and by 90% by 2030, and encourage London Councils and the Mayor to do likewise. • Develop an operational plan with partners to implement this focusing on structural changes, informed by the ambitions of the Movement Plan and its associated deprivation data. 	<p>This recommendation provides an ambitious target that would benefit our wider commitment to carbon neutrality by 2030. We will need to run viability tests on this target, but will look to implement it as part of our strategy if possible.</p> <p>It is worth noting that our current movement plan already presents a range of ambitious options that would lead to a significant drop in petrol and diesel road journeys by 2025, including Southwark cycle spine, a walking network and borough wide parking controls. London Councils have also set a target of halving road journeys made by petrol and diesel vehicles between 2020 and 2030.</p> <p>The draft strategy also includes a range of policies that would lead to a significant decrease in petrol and diesel vehicle journeys, including implementing a diesel surcharge of 50%, creating 'diesel free zones' and introducing a car parking levy on work placed car parking</p>	<p>Request an update on the viability test of the target to reduce traffic by 90% by 2030</p>
<p>Recommendation 9 The Commission is aware of the significance of the New Southwark Plan in relation to the delivery of Southwark's overall climate goals. The Commission is keen to ensure that Southwark delivers on its ambitions for both zero/low carbon growth and improvements to biodiversity through Supplementary Planning Documents and that these should be developed</p>	<p>Planning officers are currently undertaking a review of the energy policies as well as the environmental, waste, transport and open space policies. Planning officers are currently preparing a review of the Carbon Price and the Carbon Offset Fund.</p> <p>This financial contribution is made when</p>	<p>Request an update on timeline slippage for reviewed Energy policy for the NSP and the delivery of the Climate Emergency Policy for the OKRAAP.</p> <p>Request an update on the review of :</p>

<p>as a matter of urgency.</p>	<p>development is not net zero. The management of the fund will offset the carbon emissions generated onsite by the development not being net zero. This report and a draft of the reviewed Energy policy for the NSP and Climate Emergency Policy for the OKRAAP will be taken to December cabinet.</p>	<ul style="list-style-type: none"> • environmental, • waste, • transport and • open space policies
<p>Recommendation 10 A focus on increasing ‘on site’ carbon emissions to at least 40% for major non-residential development and 100% for major residential development, through regular monitoring, in order to increase emissions delivered ‘on site’ by 25% each year.</p>	<p>The review of Policy P69 Energy in the NSP is currently being reviewed and subject to viability testing, we are looking to increasing onsite carbon reduction. This policy will go to December cabinet. We are currently taking a policy to examination which includes meeting the 2050 target for net zero carbon. We are currently reviewing a policy to achieve net zero carbon by 2030.</p> <p>Planning officers are currently preparing a review of the Carbon Price and the Carbon Offset Fund. This financial contribution is made when development is not net zero. The management of the fund will offset the carbon emissions generated onsite by the development not being net zero. This report and a draft of the reviewed Energy policy for the NSP and Climate Emergency Policy for the OKRAAP will be taken to December cabinet.</p>	<p>Keep under review .</p>
<p>Recommendation 11 Reduce embodied carbon and conserve resources in construction, by utilising the work of the London Waste and Recycling Board work on the Circular Economy</p>	<p>Planning officers are reviewing the Energy policy in the New Southwark Plan to include emerging work on the management of waste and the Circular economy, as well as Net</p>	<p>Keep under review by Commission</p>

<p>and the Net Zero Carbon Buildings: A Framework Definition.</p>	<p>Zero Carbon development. Planning officers will review these documents during the policy review process.</p>	
<p>Recommendation 12 Include a policy on investment of Carbon Offsets in the Climate Emergency strategy, that is subject to consultation.</p>	<p>The work being done on carbon offsets is happening separately and proposals will be brought forward in the autumn.</p>	<p>Request update on progress and keep under review Carbon Offset Fund policy, allocation process and spending of the funds accumulated to date with a review to making a recommendation on this for timely completion.</p>
<p>Recommendation 13 Ensure the price of Carbon Offsets can save a tonne of carbon (e.g. at least £90 per tonne and consider £120 per tonne).</p>	<p>We are already working on this. The current carbon price will rise from £60 to £95 per tonne once the New London Plan is adopted. In the meantime we are undertaking work to prepare an updated Southwark cost of carbon which will consider a number of increased pricing options that will start from £95 per tonne. All options will be tested for viability. The preferred option will need cabinet approval and subsequent adoption thorough an SPD.</p>	<p>Request update on viability testing to ensure final carbon price will save a tone of carbon</p>
<p>Recommendation 14 Support community schools to adopt community energy, as a first stage in rolling out Community Energy.</p>	<p>The draft strategy makes reference to community energy as a potentially viable solution to inefficient energy programmes in the borough, namely investigating the creation of a community municipal investment bond for renewable energy. We will look at the roles community schools can play in adopting community energy as part of this approach. More research and viability testing needs to be done in this area before we can commit to rolling out Community Energy</p>	<p>Request update on research and viability testing for Community Energy</p>

	across the borough. However we will work to propose community energy as a method to tackle inefficient energy use as findings emerge.	
Recommendation 15 Invest a proportion of our Carbon Offset funds into Community Energy, subject to consultation in the Climate Emergency strategy.	As our policy on carbon offsetting and the cost of carbon is still being developed we cannot commit to investing a proportion of the fund into community energy at this stage.	
Recommendation 16 Set out a plan for mapping and identifying viable PV sites in Southwark, starting with community schools	We will set out an action plan in the new year that includes work on all aspects of reducing carbon emissions. We will prioritise work that has the greatest saving. Using PV (such as solar panels) is one of the options that will be considered but not the only one. Therefore we cannot commit to the above recommendation at this point in time.	Request an update on the action plan for reducing carbon , and if this includes PV .

Air Quality Report July 2020	Cabinet response 20 October 2020	Notes
Recommendation 1: Develop an operational plan with partners to implement this, focusing on structural changes, informed by the ambitions of the Movement Plan and its associated deprivation data.	None	It appears the response was overlooked – request a update on the operational plan
Recommendation 2: The Movement Plan needs to embed social justice at its core, ensuring the council prioritises interventions based on need and health inequalities. Organisational attention needs	Mission one of the Movement Plan, Our equity framework, identifies three foundations of equity in movement; affordability, connectivity and accessibility	Pick up during interviews with the cabinet lead and deputy cabinet member, Cllr Rose and Cllr Burgess.

<p>to be paid to teams and changes should be made to eliminate silo working and instead ensure cross-departmental cooperation embedded in our structures.</p>	<p>and three secondary measures; health and wellbeing, air quality and safety. Mission one is central to the delivery of the plan. Further work is being done to develop working tools for embedding the equity framework in council processes to deliver the Movement Plan.</p> <p>The Movement Plan has also developed further tools to improve coordination across the council. By providing a step change in the approach to movement this will take time to come to fruition.</p>	
<p>Recommendation 3: Southwark Council should roll out a School Streets programme across every school in the borough. Where schools are sited on main roads and road closures are not possible, pavement widening should occur to make the area around the school safer and more attractive. School Streets should be seen as a starting point for more permanent change across the local/surrounding area that supports the whole journey to school.</p>	<p>The council has encouraged School Travel Plans for over 20 years. These have helped Southwark and schools to explore movement problems. In 2019, the council developed these plans further by introducing its School Streets programme which has been accelerated by the covid pandemic. So far the Southwark Streetspace Plan has created 24 direct School Street measures, with additional Low Traffic Neighbourhood (LTN) measures affecting a significant number of furthers chools. A further seven closures are proposed for schools in October/ November and more are proposed for delivery in this winter and spring.</p>	<p>Request and update on School Streets programme this winter and spring.</p>

<p>Recommendations 4: End the current diesel contract for Southwark fleet vehicles and switch to EV as soon as possible. Swap EV for sustainable transport / freight. Revisit our procurement strategy to ensure subcontractors have EV or a sustainable fleet. Set a cut-off date for compliance so that subcontractors have time to make the switch.</p>	<p>To be considered.</p>	<p>Request a response as a priority .</p>
<p>Recommendation 5: Drive down total private vehicle usage over time so that by 2030 only a limited number of EV vehicles are in common use on Southwark roads. Set targets for yearly traffic volume reduction. Adopt a local target to halve petrol and diesel road journeys by 2025, and by 90% by 2030, and encourage London Councils and the Mayor to do likewise.</p>	<p>The Movement Plan sets an ambition to reduce overall traffic levels, considering vehicle kilometres (distance travelled), borough vehicle ownership and types of vehicles. It is recognised that the covid pandemic has changed movement behaviours. The council responded by developing its Streetspace Plan which follows the ethos of the Movement Plan to respond to the short term challenges of covid. The Streetspace Plan aims to retain as many transport, health and environmental benefits as possible by accelerating the shift to active travel. The Streetspace Plan sets a target of maintaining 50% less driving than before the lockdown (in accordance with Southwark Climate Change commitment) and a corresponding increase in active travel.</p> <p>The council, though, has limited tools to help deliver a reduction in private vehicle ownership and usage, with our parking</p>	<p>Request an update on the proposals to reduce traffic.</p> <p>Highlight the response to recommendation 6 , which potentially sustains vehicular traffic , in light of the statement in the response to recommendation 5 that the council has limited tools to limit private vehicle ownership and usage.</p>

	controls and network management being the strongest. A series of proposals in both these areas are being explored by officers.	
<p>Recommendation 6: Support for the rollout of EV should be limited to</p> <ul style="list-style-type: none"> • Car clubs • EV Bicycles and scooters • EV Commercial freight • EV Public transport 	<p>The government is providing funding to deliver the council's Electric Vehicle Lamppost Charging programme through the Go Ultra Low City programme. This will assist the council in delivering its target of having an electric car charging point on every street, with an additional 200 charging points delivered by 2022.</p> <p>Transport for London are delivering the Rapid Charging Network having delivered sites in 11 locations across the borough. There are also a number of private EV charging points on private land to ensure access, long term maintenance and security of infrastructure. In 2019/20 the council installed 150 lamppost charging points with further installations planned for 2020/21.</p> <p>The council is also supporting the trial of electric scooters by private businesses across central London by providing parking bays on its highway land.</p>	<p>Request an additional response as the original dose not address the recommendation that that EV ought to be limited , or the specific proposal to focus support on :</p> <ul style="list-style-type: none"> • Car clubs • EV Bicycles and scooters • EV Commercial freight • EV Public transport
<p>Recommendation 7: Lobby the GLA to ensure delivery of ULEZ expansion in October 2021. At present, the ULEZ expansion is only planned to extend from its current boundary (the Central</p>	<p>Agreed, the borough has written to TfL to request an expansion of the ULEZ to the M25, so that the whole borough is included.</p>	

<p>Congestion Charging Zone) to the south circular meaning that parts of Southwark will be excluded when it is due to come into force in October 2021. It is important that all parts of Southwark benefit from the ULEZ expansion and we should argue for the whole of the borough to be included.</p>		
<p>Recommendation 8: Lobby the GLA to introduce Road User Charging as a matter of urgency. As the Centre for London July 2018 report on Road User Charging¹ shows, road user charging is the most equitable way to allocate the use of road space across London.</p>	<p>The borough supports the consideration of the use of road user charging and will continue to lobby the Mayor and GLA.</p>	<p>Request an update on how the lobbying the GLA for Road User Charging is progressing and if there has been any correspondence or meetings.</p>
<p>Recommendation 9: The Movement Plan (M5 – Action 11) envisaged an expansion of timed closures in high footfall areas. We recommend seeing this come forward as a matter of urgency with locations where pedestrian footfall is extremely high being potential candidates for early action. Locations could include – Bermondsey St, St Thomas St between London Bridge Station and Guys Hospital and Elephant Road (E&C).</p>	<p>Following the commencement of lockdown in March 2020, the council worked quickly to implement various emergency measures across the borough to prioritise social distancing in areas of high footfall. These included:</p> <ul style="list-style-type: none"> - Rye Lane – footway widening from Holly Grove to Blenheim Road (outside Peckham Rye station) achieved by one way working traffic lights. - Rye Lane – social distancing footway markings, suspension of parking bays / loading bays and signage at various 	

¹ <https://www.centreforlondon.org/project/road-user-charging-london/>

	<p>heavily pedestrian trafficked locations (banks – ATM's, shops, supermarket) and with TfL diverted buses.</p> <ul style="list-style-type: none">- Rye Lane – following on from above, full closure to all motor vehicles from junctions with Hanover Park to Copeland Road, with managed deliveries allowed 7-10am Mon to Sat.- Walworth Road – suspension of loading bays and barriers, footway markings, setting up pedestrian queuing systems with barriers and signage on the pavements.- East Street – queuing system to help social distancing established with barriers.- Bermondsey Street – Footway widening by removing parking spaces. <p>Officers are worked with TfL to widen footway by relocating parking on St Thomas Street. TfL widened footways on Borough High Street by closing traffic lanes, including Stoney Street into Borough Market. Officers are continuing to work with TfL to deliver further changes in the London Bridge area, including reducing traffic and improving cycling on</p>	
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	<p>Duke Street Hill / Tooley Street, and Borough High Street. The council is seeking further enhancements to Bermondsey Street by introducing an experimental modal filter to reduce traffic to make it a better walking, cycling and economic environment.</p>	
<p>Recommendation 10:</p> <p>Lobby TfL to:</p> <ul style="list-style-type: none"> • Extend the Low Emission Bus route programme to include the Old Kent Road and New Kent Road, the A215 corridor (Walworth and Camberwell), Tower Bridge Road and the Newington Causeway/Borough High Street A3 corridor, London Road (E&C) and Rye Lane. • Bring forward schemes that improve public transport in areas with poor air quality and poor PTAL provision in the central and northern parts of the borough. • Promote bus and cycling only corridors (e.g. Rye Lane, Walworth Road). We should identify three ‘corridors’ such as this one and state an ambitious goal for them to be bus and car free in the near future). 	<p>Officers have been working with TfL to improve people’s access to public transport. For the tube the council is working with TfL and developers to help deliver the Bakerloo Line Extension, facilitating a new ticket office for the E&C Northern Line Ticket Hall, and enhancing the public realm outside Kennington tube station. With Network Rail the council is improving walking and cycling to support the new second station entrance at Denmark Hill that is currently being built, investing reopening Camberwell Station and discussing possible enhancements to Rye Lane station. The council is supporting TfL’s bus service planning and standards, the provision of 24 hour bus lanes, the introduction of Low Emission Buses and will continue to seek further benefits.</p> <p>The borough hosted the first cycle superhighway and quietway and has been a leader in promoting cycling infrastructure on our own roads being led</p>	

	<p>by the Southwark Cycling Plan. The council has funded the SouthwarkSpine and has been working with TfL to deliver more cycle hire sites, and is planning e-scooter paring bays. Delivering any change in highway usage requires the careful consideration of all users, and growing population and surrounding land uses. The needs of shops (for servicing), people walking (crossings), using buses (bus stop environment), people cycling, etc is challenging to balance and requires careful planning and engagement to deliver. The borough continues to deliver on this challenging programme.</p>	
<p>Recommendation 11: The council should make a commitment to repurposing 10% of kerbside car storage to cycle storage within the next 18 months. All new developments should provide a minimum of 2 secure cycle spaces per dwelling. Southwark should no longer grant car parking space in any new developments, other than Blue Badge.</p>	<p>The Movement Plan considers the growing need to change kerbside activities from parking to provide more space for walking, cycling and deliveries. This work has broadened the approach to implementing changes to the kerbside through various work streams to introduce Controlled Parking Zones, and rolling programmes to install bicycle parking hangars, car club bays and electric vehicle charging bays. Cycle parking is provided through new developments by following the New Southwark Plan, with the new submission version using the latest GLA's Draft New London Plan cycling standards</p>	

	<p>for all new developments. Our experience has shown that to ensure that cycle parking is used and popular we also need to encourage developers to provide high quality facilities. These high quality facilities need to enable a wide range of cyclists, for disabled bicycles, ideally cargo bicycles, family bicycles and trailers, and now e-scooters. This would need to be accessible and weatherproof and adhere to the London Cycle Design Standards</p>	
<p>Recommendation 12: Rollout secure bike storage in the tens of thousands, directly replacing car storage spaces and utilise bike storage as modal filters, where suitable.</p> <p>We recommend that this is part of planned and integrated programme of bike storage:</p> <ul style="list-style-type: none"> - On roads - At Transport hubs - Near cargo bikes 	<p>The current target is to double the amount of existing on street and off street cycle hangars by March 2022. This will increase the number of cycle hangars to over 500.</p>	
<p>Recommendation 13: We recommend that Southwark adopts a maximum charge for bike hubs/hangers that ensures that is cheaper than car parking by space.</p>	<p>To be considered.</p>	<p>Provide a response to recommendation 13 that recommends that Southwark adopts a maximum charge for bike hubs/hangers that ensures that is cheaper than car parking</p>

<p>Recommendation 14: Introduce a borough wide programme of Low Traffic Neighbourhoods. These should be implemented:</p> <ul style="list-style-type: none"> • Over a wide enough area in order to realise the benefits of traffic evaporation, which has been shown to take place when there is a significant reduction of short journeys by car under 2km. • As a priority in areas with high levels of public transport (high PTAL ratings), poor air quality, lower levels of car ownership, in areas of deprivation and where the programs would impact positively on local schools and hospitals. • Where traffic may be displaced onto main roads, the council must monitor the impact on air quality, and mitigate negative effects in advance of implementation, possibly by widening pavements and creating cycle lanes, managing traffic to reduce vehicle idling time and introducing green screening programmes. • In conjunction with the introduction of CPZ and a reduction of parking so the kerbside can be utilised for active travel and public realm improvements (such as pocket parks 	<p>The aim of Low Traffic Neighbourhoods (LTNs) is to create a sufficient push for drivers and a pull to active travel modes. Currently the council is delivering several larger and more complex LTNs with their size being determined by the surrounding main roads. This includes two LTNs for Our Healthy Streets Dulwich, and the Walworth Low Emission Neighbourhood. The council is bidding for a third LTN around Great Suffolk Street for the second half of this year. Working with the Guys and St Thomas Trust Charity (GSTTC) two further LTNS have been identified for the Camberwell and the Shorncliffe Road areas. These areas have high levels of air pollution and childhood obesity with the LTN centered around schools. The council is steadily introducing CPZs, guided by councilors, to about 60% of the borough so far. The council is working with TfL to introduce, where possible, complimentary measures on the main roads surrounding LTNs to encourage greater modal change.</p>	<p>by space</p> <p>Pick up during interviews with the cabinet lead and deputy cabinet member, Cllr Rose and Cllr Burgess and / or a briefing</p> <p>In particular request update on :</p> <ul style="list-style-type: none"> • Monitoring air pollution • What work with TFL
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<p>and cycle parking.)</p> <ul style="list-style-type: none"> • In conjunction with improvements to Public Transport and other work on adjacent main roads to increase cycling and other forms of active travel. 		
<p>Recommendation 15:</p> <ul style="list-style-type: none"> • Incorporating sustainable freight/delivery hubs into all regeneration projects – Old Kent Road, Elephant & Castle and Canada Water. • Encouraging sustainable freight as part of other major town centre development schemes such as Aylesham Centre in Peckham, Butterfly Walk in Camberwell and the Morrison’s site in Walworth. • Incorporating sustainable freight into Low Emission Zone/Neighbourhood and Liveable Neighbourhood projects. 	<p>This is supported.</p> <p>This can be incorporated into the ongoing discussions with the developers to provide.</p> <p>This is supported.</p>	<p>Request and update on how the sustainable freight is being supported and ask if there is a sustainable freight plan to deliver a coherent set of measures to increase uptake.</p>

<ul style="list-style-type: none"> • Co-ordinating skills sharing between the BIDs and local groups interested in setting up sustainable freight centres. • Enabling/supporting local click and collections hubs in town centres/local centres across the borough. • Developing its LTN programme which will give a competitive advantage for cargo bikes which can pass through permeable filters whereas motor vehicles may be taking a more circuitous route. 	<p>This is supported.</p> <p>The council is currently designing and introducing up to five LTNs with permeable filters that would provide cycle freight with an advantage.</p>	
<p>Recommendation 16: Increase the cost of car parking for all motor vehicles other than those of Blue Badge holders, with steeper increases for owners of diesel cars, vans and large vehicles and for residential parking for those households with more than one vehicle</p>	<p>The current status is that blue badge holders can park for free in our carparks and on pay by phone bays all day. A diesel surcharge in pay and display bays was agreed by Cabinet through the budget setting process in 2020/21 and will be implemented this financial year. We are committed to implementing an emissions based charging policy aligned to the Council's movement plan and are considering options with a view to presenting a report to Cabinet this financial year.</p>	<p>Request an update on the implementation of the emissions based charging policy.</p>
<p>Recommendation 17: Consistent with the Movement Plan, we recommend adding a cost to spaces and setting a target of a 5 % reduction per</p>	<p>As part of overall review on parking and associated charges, a policy is in development and will follow the normal decision making route (see above</p>	<p>Request update on if the emissions based charging policy includes reductions in car parking</p>

<p>year in order to reach a goal of 50% reduction in parking over 10 years. We propose a consistent parking charging policy for our estates and the removal of free parking on them. This needs to be done alongside a borough-wide bike storage programme.</p>	<p>referenced report). Note the reduction in spaces will potentially have an impact on the council's parking income account, though an increase in charging over the same period may negate some of that.</p>	<p>provision.</p>
<p>Recommendation 18: Introduce a borough-wide CPZ, renamed a Community Kerbside Zone.</p>	<p>A controlled parking zone is a name defined by National government and is therefore set in the legislation that the council uses to control parking.</p> <p>The council would need to take legal advice on whether the use of a different term such as a Community Kerbside Zone might cause any issues with parking enforcement, it certainly would not be able to be used in any of the legal documents that create the borough wide parking controls.</p>	<p>Pick up during interviews with the cabinet lead and deputy cabinet member, Cllr Rose and Cllr Burgess on if there are plans to deliver a borough-wide CPZ – as not addressed directly .</p>
<p>Recommendation 19: A borough-wide greenery programme to use native hedges to screen to against air pollution, ecological planting and also improve the environment and place making. Examples include allotments and wildlife sanctuaries.</p>	<p>To be considered.</p>	<p>Request update as a priority .</p>

<p>Recommendation 20: A new Air Quality public health focused communication plan is needed that highlights serious harms to health and which explains why Southwark will take a similar approach to banning smoking, e.g. borough-wide action to tackle Air Quality. It must clearly explain the benefits and the incremental changes that will need to take place, over a period of time. Alongside this, we need to launch a public education programme similar to the stop smoking campaign on the damage that poor air quality does - particularly to deprived residents. [Note: this is ever more important in the light of COVID-19 and its disproportionately detrimental effect on deprived and BAME communities and those living in areas of poor air quality].</p>	<p>Officers are currently reviewing the #onething campaign and are able to consider the above to ensure the content is relevant (including connections to COVID-19) this is being developed with the assistance of the public health team.</p>	<p>Pick up during interviews with the cabinet lead and deputy cabinet member, Cllr Rose and Cllr Burgess.</p>
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