

For General Release

REPORT TO:	CABINET 19 October 2020
SUBJECT:	Sustainable Croydon – A Year On Update
LEAD OFFICER:	Shifa Mustafa – Executive Director of Place
CABINET MEMBER:	Councillor Tony Newman – Leader of the Council All Cabinet Members
WARDS:	All
CORPORATE PRIORITY/POLICY CONTEXT/ AMBITIOUS FOR CROYDON <i>The recommendations contained in this report aims to deliver against multiple priorities outlined in the Corporate Plan including but not limited to:</i> <ul style="list-style-type: none">• <i>Improved air quality, especially at or near schools</i>• <i>Getting more young people involved in taking part in local democracy and in tackling the issues that matter most to them</i>• <i>Croydon’s recycling rate is increased and the use of plastics is reduced</i>• <i>Transport, digital and social infrastructures are effective and support economic growth</i>• <i>Less reliance on cars, more willingness to use public transport, walk and cycle</i>• <i>A truly sustainable Croydon</i> <u>Corporate Plan for Croydon 2018-2022</u>	

FINANCIAL IMPACT The costs associated with the Citizen’s Assembly and Croydon Climate Crisis Commission have been and will continue to be funded from within existing revenue budgets. The recommendations themselves do not have any additional specific financial impact for the Council.
FORWARD PLAN KEY DECISION REFERENCE NO.: Not a key decision

The Leader of the Council has delegated to the Cabinet the power to make the decisions set out in the recommendations below	
1. RECOMMENDATIONS	
	The Cabinet is recommended to
1.1	Note the work being done to make Croydon more sustainable to date involving: <ul style="list-style-type: none">• Croydon Climate Crisis Commission• Sustainable Economic Renewal Board• Air Quality Action Plan

- Waste & Recycling
- Trees & Woodland
- Energy Efficiency
- Transport
- Construction logistics & freight management

2 EXECUTIVE SUMMARY

- 2.1 This report provides an update for the Croydon Climate Crisis Commission and other sustainable works the Council has undertaken this year.
- 2.2 This report also sets out recommendations from the Citizen's Assembly on Climate Change which have been approved by Cabinet in June (1320CAB). This followed on from the Sustainable Croydon Summit 2019 that took place on the 27th June where the Leader and Cabinet announced the intention to take a declaration of Climate Emergency to Council. Full Council declared a Climate and Ecological Emergency on 15th July 2019.

3 CROYDON CLIMATE CRISIS COMMISSION

- 3.1 After declaring the Climate and Ecological emergency in July 2019, the Leader and Cabinet made the decision to have the Council work with the New Economics Foundation to create the independent Croydon Climate Crisis Commission which launched on the 12th March at Croydon College.
- 3.2 This commission will identify long term goals in order to dramatically reduce the Council's carbon emissions as well as recommend realistic actions in order for Croydon as a borough to become a sustainable city by 2030.
- 3.3 As has been said from the beginning at the Sustainable Croydon Summit, the Council intends to work closely with residents, including young people, and businesses to become more sustainable. To this end, the New Economics Foundation has consulted with stakeholders around the borough to form the commission.
- 3.4 The recommendations from the Citizen's Assembly will be used by the commission to form an action plan to make Croydon more sustainable.
- 3.5 At the beginning of this year, Miatta Fahnbulleh, CEO of the New Economics Foundation, was appointed the chair of the Croydon Climate Crisis Commission. The first two meetings of the commission have now taken place and five working groups have been set up to identify the outcomes of the climate action plan:
- Housing, Planning and Built Environment
 - Adaptaion and Resilience
 - Jobs and Skills
 - Energy & Transport

- Communication & Engagement

3.6 Please see the Terms of Reference in Appendix 2 for further detail.

4 SUSTAINABLE ECONOMIC RENEWAL BOARD

- 4.1 Due to the impacts of COVID-19, the Leader and Cabinet took the decision to form a Sustainable Economic Renewal Board to help ensure that our Council response is focussed on our borough, residents and businesses recovering sustainably during these unprecedented times as approved at June Cabinet as part of the “Developing a sustainable economic recovery and renewal plan for Croydon” agenda item. This board will lead and coordinate the borough’s renewal plan.
- 4.2 Board membership includes representation from the GLA as the Council continues to work in partnership with the Mayor of London, LEPs, education, Croydon businesses, developers, etc. The terms of reference for this board which was agreed by board members is attached in Appendix 2 for further information.
- 4.3 The board has met three times since June and will continue to meet to ensure the recovery of our borough in these troubling times.

5 AIR QUALITY ACTION PLAN 2017 – 2022

- 5.1 Croydon is committed to improving air quality within its borough; the five year plan builds on existing successful actions and develops new proposed actions to improve air quality.
- 5.2 Our key priorities over the next five years are controlling pollution from new developments by tackling emissions from construction sites and construction vehicles, tackling emissions from servicing and freight vehicles, reducing exposure to air pollution, and raising awareness for residents and those who work in Croydon. By working with Public Health England we want to raise awareness through school projects, local community projects and local businesses.
- 5.3 The actions are under the following six broad topics:
- **Emissions from developments and buildings:** emissions from buildings account for about 15% of the NOX emissions across London so are important in affecting NO2 concentrations;
 - **Public health and awareness raising:** increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution;
 - **Delivery servicing and freight:** vehicles delivering goods and services are usually light and heavy duty diesel-fuelled vehicles with high primary NO2 emissions;
 - **Borough fleet actions:** our fleet includes light and heavy duty diesel-fuelled vehicles such as mini buses and refuse collection vehicles with high

primary NO2 emissions. Tackling our own fleet means we will be leading by example;

- **Localised solutions:** these seek to improve the environment of neighbourhoods through a combination of measures; and
- **Cleaner transport:** road transport is the main source of air pollution in London. We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric) as far as possible.

- 5.4 As part of Croydon Council's work to reduce air pollution around schools, over 200 metres of green ivy screens were installed around the perimeter fence of Elmwood Infant School and Elmwood Junior School which front onto Lodge Road in Broad Green to create a pollution barrier to rat running traffic and idling engines at school pick up and drop off time. The ivy screens were also put in timber planters, so the children had the opportunity to plant a range of pollinator friendly seeds.

London Road Business Low Emission Neighbourhood

- 5.5 Croydon successfully bid for £325,000 funding from the GLA and Mayor for a Business Low Emission Neighbourhood. Love London Road, Love Clean Air will play a big part in council efforts to transform the stretch of the street between West Croydon Station and Thornton Heath Pond, into a healthy high street while boosting businesses.
- 5.6 The project includes £325,000 funding from the Greater London Authority and will see the creation of an emissions-free delivery service local businesses will have the chance to use. This will see their deliveries being stored at a nearby depot, where they will be transferred to a zero-emissions vehicle that will go on to deliver their goods. The funding will support the project over three years, and the council will host pop-up events and regularly monitor the air quality in the area to see what difference the scheme is making to air pollution.
- 5.7 Newly-planted trees and hedges will welcome visitors to the Low Emission Neighbourhood and parking spaces along the street will be transformed with planters filled with lichens and other plants that trap pollutants. Local businesses will also be able to bid for small grants to make sustainability improvements and help them encourage staff to travel into work in a more environmentally-friendly way. This could include encouraging cycling by installing bike storage areas or showers for employees who may choose to run to work.

6 WASTE & RECYCLING

- 6.1 In 2018 Croydon embarked on an ambitious change to the waste and recycling service. The start of a new waste and recycling contract allowed Croydon to review the recycling and waste service it provided to residents.
- 6.2 From both a financial and environmental perspective recycling is preferable to disposal of residual waste. Environmentally, recycling helps conserve the finite resources associated with making new products and reduces dependency on

virgin materials. Financially it costs considerably less to recycle waste than it does to dispose of it as residual waste.

- 6.3 Recognising the previous waste collection system Croydon provided disproportionately more capacity for residual waste, than for recycling. A decision was made to increase the container capacity for households to recycle more whilst simultaneously reducing the capacity for residual waste, promoting recycling and making it more difficult to dispose of recyclables in the residual waste bin.
- 6.4 **Impacts of service change** - Figures show that residents have embraced the new service with recycling rates improving from 38% before the roll out to 48% in 2018/19. This achievement has been recognised by Croydon being shortlisted for a National Recycling Award, the result of which will be revealed in December. Data for 2019/20 is still being verified, however, early indications show the recycling rate is likely to be above 49%.
- 6.5 An educational video 'Destination Recycling' was commissioned which follows the journey of different waste streams. The full video is available on the SLWP website, and shortened sections demonstrating the journey from doorstep to recycled product, of particular waste streams was promoted using a paid for social media campaign.
- 6.6 **Future focus** - The waste and recycling team are continuing to engage with the residents of Croydon and are looking at ways to improve the recycling rate and the services that residents receive:
- **Garden Waste** - Increasing garden waste subscriptions is a key focus over the next few months to divert as much garden waste into recycling and away from residual waste.
 - **Expanding the service** – Recycling for flats above shops is due to be introduced shortly, as is a harmonisation of the collection services for communal properties, meaning blocks of flats with shared waste facilities will now have all the collections made on the same day.
 - **Reduce, Reuse Recycle** - The waste hierarchy favours reducing as the preferred option with reuse as secondary and recycling as the final option. Consequently the team are working with local retailers, third sector organisations and the HRRCs to encourage the public to follow this hierarchy. They are exploring options to help residents further such as an interactive map of locations that supports more sustainable behaviours. They are also looking into the feasibility of a reuse shop for the items Croydon collect via a free bulky waste service.

7 TREES & WOODLAND

- 7.1 The trees and woodlands teams remit is to maintain and improve the Boroughs tree stock for safety, biodiversity and aid in improving air quality through increase in tree canopy. This encapsulates the trees on highways, parks, communal housing land, other Authority land and Woodlands. New planting is

being achieved through a five year capital new tree planting programme to aid in “greening up” the north of the Borough and replacing as much as possible the trees lost to old ages and disease.

- 7.2 **Woodlands** - Croydon’s woodlands have been used by the Forestry Commission as examples of Best Practice and Croydon’s woodlands are used regularly by the Commission for onsite training days. Many of Croydon’s woodlands are ancient and have a bespoke programme of management that aims at improving public access and biodiversity for fauna & flora through active management. This generally means continued ancient management practices of coppicing, removal of selected trees to allow light onto the forest floor, removal of certain mono culture species to allow native species to establish and increasing the variety of habitats throughout the woodlands. These works are generally supported by Forestry Commission grants through the Rural Payments Agency.
- 7.3 **Highway Trees** - Highway trees play a vital role in reducing particulate matter from vehicles, helping to cool the surrounding areas and the general feeling of wellbeing trees provide in an urban setting. Some of Croydon highway trees however are significantly aged and will require removal and replacement in the very near future. A robust tree safety inspection by in house Tree Officers is due to start in late 2020. As part of this Statutory function to reduction of risk from trees it is envisaged that an increased number of street trees may need to be felled due to age related defects such as decay. This will require a yet unknown increase in trees planted numbers to maintain the status quo and to increase the overall tree numbers for future generations.
- 7.4 **Tree planting Project: 2018 to February 2023** - Tree planting numbers are on track to meet **and** exceed the 3500 trees by 2023.
- **Year 1** November 2018 to April 2019 total of 1100 trees were planted
 - **Year 2** November 2019 to April 2020 total of 847 trees projected to be planted, made up of:
 - 662 made up of a mixture of public requests and felled trees
 - 105 introduction of new tree pits
 - 80 Greener City Fund
 - **Year 3** November 2020 to April 2021 new planting numbers are expected to be approximately 880 trees from Urban Tree Challenge and Sakura Cherry Tree Project. This also includes significant new tree pit creation in footpaths along roads that have never been tree lined historically.
- 7.5 **Urban Tree Challenge** – This is a £10 million scheme recently launched to plant more than 130,000 trees across England’s towns and cities and ‘open’ to individuals, **local** authorities, charities and NGOs. Grants will be administered by the Forestry Commission and will fund tree planting including three years of aftercare.
- 7.6 Croydon Council has been successful in securing funding for planting (2020/2021) in Wards identified by the Forestry Commission as having 20% less tree canopy than other parts of the Borough.

7.7 **Sakura Cherry Tree Planting Project from the Japanese Embassy;** This project is due to be delivered November 2020 and following sites have been identified including communications with Friends of Groups:

- Addiscombe Recreation Ground (Addiscombe East)
- Sanderstead Recreation Ground (Sanderstead)

8 IMPROVING ENERGY EFFICIENCY

Council Homes

- 8.1 Over the years Croydon's council homes have benefited from a sustained programme of investment in energy efficiency measures including, insulation, cladding, new windows for example. All of these measures have reduced carbon dioxide emissions, as well as reducing energy costs for our residents.
- 8.2 Improving energy efficiency in this way is one way of not only reducing fuel bills, but also improving health inequalities and fuel poverty. The Council is looking to use ground source heat pumps, a cheaper way of heating homes, on a number of council housing blocks.
- 8.3 The ground source heat pump installation at a council-owned block in New Addington is underway and due to be completed later this year. The new heating system will cut carbon emissions, help improve air quality, and save up to £300 per home per year on more than 40 households' heating bills.
- 8.4 Removing electric storage heaters cuts enough carbon emissions equivalent to a 4,150-mile car journey per property. The average night storage heater produces approximately 1,092kg of carbon dioxide per year, compared to the new system that produces around 396kg per year.
- 8.5 The heat pump works by extracting the natural heat stored more than 200 feet beneath the ground, and then piping it into residents' homes.
- 8.6 The ground source heat pump is designed to cost less for the council to maintain than storage heaters.
- 8.7 Council tenants at the 10-storey New Addington block will be the first to get the technology, which will replace the existing electric storage heaters. The Council plans to replace the heating to another 15 council-owned housing blocks that currently have electric storage heating using the same technology, subject to funding availability & corporate sign off.
- 8.8 The installation of ground source heat pumps to a further two council-owned housing blocks with gas heating is due to start this autumn. The heating renewal works will be undertaken alongside major refurbishment works planned for these blocks located in Upper Norwood and Broad Green.
- 8.9 Removing gas heating from these blocks cuts enough carbon emissions equivalent to 83,000kg (approx. 1000kg per flat/year) and a 344,450-mile car journey. More than 80 household heating bills will see a reduction of around

£100 per year. The major refurbishment works will also help to reduce heating bills further with the installation of new double glazed windows and insulated cladding.

- 8.10 These projects will contribute towards a local target of cutting the borough's carbon emissions by 34% by 2025.

Private sector homes

- 8.11 Energy use in Croydon's homes is responsible for 51% of total carbon emissions across the borough. Even before the impact of Covid-19, government figures indicated that over 17,000 households in Croydon were at risk of being in fuel poverty. The council has supported vulnerable private sector households to cut their energy use, costs and carbon emissions through its Croydon Healthy Homes (CHH) service. Over 1,000 households had received support via home visits when the service was terminated following the national lockdown.
- 8.12 An enhanced, in-house CHH service will launch in October and is funded for a period of three years (using Carbon Offset funding from new development across the borough). The service is targeted at vulnerable households at risk of being in fuel poverty, or with health conditions exacerbated by living in cold or damp conditions. It is also expected that more working age households will be put at risk of being in fuel poverty by the financial impacts of Covid-19.
- 8.13 CHH provides a wide range of support to reduce utility costs and debt (e.g. switching to lower tariffs and applying for all eligible discounts etc.). A key objective of the service is to secure external funding for capital energy saving measures (e.g. new heating systems, insulation, renewable energy systems). CHH has already helped residents secure funding from:-
- "Energy Company Obligation" (ECO) – major suppliers have targets to fund energy saving measures for households in receipt of specific benefits.
 - Mayor of London's "Warmer Homes" – time limited funding for energy efficiency measures (this can be combined with ECO funds to provide residents with fully funded installations)
- 8.14 The government recently announced its "Green Homes Grant" which will provide vouchers for specific energy saving measures. Households in receipt of income or disability based benefits will be able to receive 100% funded measures up to a maximum value of £10,000. This scheme will start in October, and the CHH service will be able to support households in applying for this funding.

9 TRANSPORT

Electric vehicle charging points (EVCP)

- 9.1 The Council is committed to investing in 400 public charging points by 2022. In 2019 a first set of new Source London charging points were installed and two further phases are in hand for 2020/21. At the end of 2019 a first set of 18

charging bollards connected to lamp posts were installed funded by the London *Go Ultra Low City* scheme. A further set of 40 charging bollards connected to lamp posts, funded by GULCs, are due to be installed by March 2021. GULCs also funded eight rapid charging points (40/50kW) on TfL Red Routes and four more are due on borough main roads in 2020/21.

- 9.2 Croydon is part of a project with Liberty Global, the parent company of Virgin Media, called *Virgin Park and Charge* (VPACH). This is trialling the use of the existing Virgin Media broadband cabinet power supplies as a power source for EV charging points in residential areas, installed and operated by one of a carefully selected set of charge point operators. The scheme is fully funded by Innovate UK and, subject to final agreements, is due to see 50-80 charging points in Croydon by March 2021.
- 9.3 Preparations are underway for the council to tender a contract for a charge point operator to enable the borough to reach the 400 electric vehicle charging points committed to by 2022, and beyond. In anticipation, resident and business requests are being encouraged and sites are being assessed, with key locations being referred to UK Power Networks (UKPN) to check availability of power supplies. The council will share a portion of the income from the charging points in return for the use of the parking bays.

Vision Zero Action Plan

- 9.4 Vision Zero is one of the key objectives of the Mayor's Transport Strategy which seeks to eliminate all deaths and serious injuries from road collisions in London by 2041. TfL has produced a Vision Zero Action Plan to guide its approach and encourage the support from boroughs to meet this ambitious target. This is based on the internationally recognised Safe Systems approach principles to road danger reduction.
- 9.5 As one of the largest and most populated boroughs in London, Croydon is taking the opportunity to be at the forefront of the Vision Zero initiative with a proactive and inclusive plan. Making our roads safe for all users including those predicted following our expected population growth over the next 30 years.
- 9.6 The Croydon Vision Zero Action Plan uses an evidence-based approach to suggest and prioritise what we need to do to substantially reduce the number of people killed and seriously injured on our roads to zero. We need to ensure our streets are designed to protect vulnerable users and avoid collisions (safe streets). Low speeds will ensure that if a collision does happen, in most instances it will not result in serious injuries (safe speeds). As people's behaviours can greatly influence the occurrence and outcome of a collision, these need to be tackled in parallel with streets and speeds (safe behaviours). Lastly, in vehicle technologies can assist drivers to make the right decisions at the right time and avoid a collision (safe vehicles).

Car Clubs

- 9.7 A Car Club Delivery Plan has been developed to support the expansion of car clubs and car sharing across the borough which in turn enables residents to adopt a car-lite or car free lifestyle whereby there is no need to own a private

car because of the easy access to shared cars in local communities and residential areas.

- 9.8 This document draws upon insights from internal stakeholders, operators and market changes in order to identify scenarios for expanding the car club offering in the borough. This includes suitable locations for car clubs and car sharing schemes and a delivery and procurement strategy.

Electric Vehicles Charging Infrastructure Guidance Document for New Developments

- 9.9 Improved air quality and a number of other health and wellbeing benefits arise from a reduction in emissions, and so as part of a holistic approach, the Council is seeking to enable the transition to electric vehicles. Key to this is ensuring that developments are air quality neutral and do not lead to further deterioration of existing air quality.
- 9.10 The provision of Electric Vehicle Charge Points (EVCPs) can help to achieve this aim. This guidance document aims to outline key requirements for planning submissions, and provide recommendations for providing EVCP infrastructure at new developments. The Council are keen to ensure that the charge points are future proofed and will meet the needs of ULEV users.

Parking

- 9.11 Parking affects almost everyone that lives, works or visits Croydon to some extent. Whilst our road networks have grown, so too have the competing demands for this space for use by pedestrians, cyclists, vehicles, parking and public realm. With the pace of growth in homes and developments that Croydon is set to undergo, this Parking Policy, and its emerging action plan, respond to the challenges posed and deliver effective and safe parking infrastructure and management in the borough.
- 9.12 The policy sets out the aims and objectives over the period 2019 to 2022 for managing on- and off-street parking infrastructure, parking demand management, traffic and parking compliance, school streets safety and related customer services.
- 9.13 The Policy is formed on six core principles:
- Collaborative working
 - Parking management
 - Controlled parking zones
 - School streets
 - Parking charges
 - Innovation and technology

Emissions Based Parking

- 9.14 The introduction of emission-based parking charges addresses overarching national, regional and local drivers with an aim of reducing emissions. The 2017 Annual Report of the Director of Public Health identifies that Croydon currently

has the highest rate of hospital admissions for childhood (0-9 years) asthma and the third highest number of asthma deaths in London. An estimated 205 deaths each year in Croydon are attributable to air pollution. The Council has a duty under the Road Traffic Regulations Act 1984 to exercise its power to secure the expeditious, convenient and safe movement of vehicles and other traffic (including pedestrians) and having regard to the amenity, the national air quality strategy and any other relevant traffic management matters.

- 9.15 The emission-based permit parking charges are intended to help to encourage a gradual switch to lesser polluting cars and also help influence the choices of those who are able to give up a car in the future. Phase 1 and Phase 2 of the scheme were introduced 1 October 2019 and 1 April 2020. They extended to all parking permit types and also introduce a £50 p.a. diesel surcharge. Phase 3 awaits the re-procurement of the enabling technology and will extend emission-based charges to on- and off-street destination parking places. This is planned for early 2021 and will be subject to a separate statutory consultation on a Traffic Management Order.
- 9.16 Public health data is continually monitored. Due to the complex and multi-factorial nature of public health outcomes, it will be difficult to specifically correlate the emission-based parking charges to any resulting public health effect.
- 9.17 The parameters being monitored include:
- a) Air quality, measured at established monitoring sensor stations. Whereas an effect immediately to the roadside can be expected, it can be more difficult to correlate a general reduction in the background air pollution levels to the parking charges. Air pollution is not a static problem, but drifts across boundaries.
 - b) Average CO₂ emission level for vehicles paying parking charges, including in all the 3 phases. This will indicate the trend in emissions reduction.

School Streets

- 9.18 In line with our Air Quality Action Plan the Council has now implemented 11 School Streets, with a further 10 expected to be in place for the September 2020 school year start. The 21 schemes cover 26 schools, which represents some 20% of all schools in the borough. It is planned to introduce a further 10 schemes in 2021/22 and 10 schemes in 2022/23, which will then reach about 40% of schools in the Borough.
- 9.19 The School Street is not an isolated device. It supports the educational and information efforts of the Council's Road Safety and School Travel Planners, including their coordination with the TfL STARS and Living Street's WOW Travel Tracker initiatives (much of which is currently suspended due to TfL funding). School survey data indicate that the pilot schemes have contributed to between 15% and 25% reduction in car use and between 23% and 65% uptake in active travel – depending on the local prior prevalence. The car use reduction alleviates traffic and parking pressure on the road network local to the schools. Unexpectedly, the schemes have coincided with 24% to 47% switch from public

transport to active travel. This is assumed to be a transferable effect, from the School Street setting an active travel trend that indirectly influences public transport use.

- 9.20 Walking and cycling to school benefit children's health and wellbeing. A national survey of head teachers at schools with School Street schemes suggests that children who walk or cycle arrive at school more alert, happier and ready to work (UK100, August 2019). In Croydon, the head teachers also report improved punctuality and uptakes in breakfast clubs. There are good indicators that School Streets support health and wellbeing, and that they can further contribute to schooling opportunities for children.

Streetspace for People

- 9.21 In response to the Covid-19 pandemic, the Secretary of State for Transport expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians. Such changes will help embed altered behaviours seen during the Covid-19 lockdown (including increases in walking and cycling) and demonstrate the positive effects of active travel. This 'active travel' is affordable, delivers significant health benefits, has been shown to improve wellbeing, mitigates congestion, improves air quality and has no carbon emissions at the point of use. Towns and cities based around active travel will have happier and healthier citizens as well as lasting local economic benefits.
- 9.22 As the country gets back to work, we need people to carry on cycling, and to be joined by millions more across the country. With public transport capacity reduced, the roads in our largest cities, in particular, may not be able to cope without this increase. We also know that in the new world, pedestrians will need more space for social distancing.
- 9.23 Indications are that there is a significant link between COVID-19 recovery and fitness. Active travel can help us become more resilient. That is why towns and cities in the UK and around the world are making or proposing radical changes to their roads to accommodate active travel. Croydon recognises this moment for what it is: a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities. According to the National Travel Survey¹, in 2017-18 over 40% of urban journeys were under 2 miles – perfectly suited to walking and cycling
- 9.24 Croydon has already begun to ensure the transport networks support recovery from the COVID-19 emergency and provide a lasting legacy of greener, safer transport. The Council has adopted a new Streetspace Improvement Programme, the objective of this is to introduce highway improvement measures that will rapidly transform Croydon's streets to accommodate a substantial increase in cycling and walking in the borough. Croydon's Streetspace Improvements Programme aims to help prevent this increase in private car use from happening, by repurposing parts of the borough's highway network to serve the expected increasing demands for walking and cycling and assisting with social distancing space.

¹ <https://www.gov.uk/government/collections/national-travel-survey-statistics>

Cycle Network

- 9.25 We have an existing capital programme programme delivering:
- segregated cycle routes on main roads and corridors
 - new shared routes on quieter streets and in parks
 - improved junctions and signing on the existing London Cycle Network.
- 9.26 Projects recently completed projects prior to Covid 19 include the delineated cycle track on the Fairfield / college forecourt; the contraflow cycle lane along Bedford Park (both part of the planned town centre 'ring route') and the segregated cycle lanes on London Road (between Broad Green and Thornton Heath Pond junctions).
- 9.27 Further parts of the town centre 'ring route' are being delivered in August 2020 as part of the Covid 19 active travel emergency response / town centre reactivation. These include segregated cycle lanes on the High Street and Dingwall Road. The loss of Local Improvement plan funding and the need to rapidly increase the capacity of the cycle network means that these schemes have been implemented initially as temporary 'pop up' schemes. A segregated cycle route along Ampere Way is also scheduled for delivery in Autumn 2020.
- 9.28 Designs are being progressed for a mixture of 'pop up' segregated cycle lanes / bus lanes for the Brighton Road (from the Town Centre to Purley) and for the Mitcham Road / Roman Way. The design approach being used is similar to the London Road and we are looking to use Department for Transport Emergency Active Travel Funding to implement these changes (second round of funding applied for in July 2020).

Walking Network

- 9.29 The needs of people on foot and those of people on bikes are often very different, but where we can we try can combine initiatives to support both forms of active travel within the same project. More local improvements to improve the walking environment have been funded through Transport for London's Local Improvement Plan Funding which has currently been suspended due to Transport for London's financial difficulties.
- 9.30 Some limited schemes to create social distancing space for pedestrians have occurred in Croydon town centre and district and local centres. These are funded by Transport for London via the Streetspace Improvement Programme. It is not yet certain in what way (if any) the Local Improvement Plan funding will return.

Low Traffic Neighbourhoods

- 9.31 Our Old Town Liveable Neighbourhood include ambitious proposals to help pedestrians and cyclists at the Old Town Roundabout and to help them along and across the Roman Way and into Croydon's Old Town. This was funded through Transport for London's Local Improvement Plan Funding which has currently been suspended due to Transport for London's financial difficulties.

- 9.32 We are looking to provide some of the planned benefits of the Old Town Liveable Neighbourhood in the Parsons Mead / Handcroft Road area. These are funded by Transport for London via the Streetspace Improvement Programme. It is not yet certain in what way (if any) the Liveable Neighbourhood funding will return. Interim measures will therefore be of a temporary nature in line with other parts of the streetspace improvement programme in Croydon.
- 9.33 As part of the Covid 19 emergency active travel response we are introducing low traffic streets by stopping through traffic on some roads. Access is maintained for residents, deliveries and other essential journeys. This is designed to reduce traffic making it safer for residents to use the road near their homes while maintaining social distancing.
- 9.34 Current low traffic streets include:
- Albert Road at the junction with Eldon Park Road
 - Albert Road at the junction with Harrington Road
 - Auckland Road at the junction with Cypress Road
 - Dalmally Road at the junction with Blackhorse Lane
 - Elmers Road at the junction with Blackhorse Lane
 - Fox Hill at the junction with Braybrooke Gardens
 - Holmesdale Road at the junction with Park Road (stadium side or west side)
 - Holmesdale Road at jct with Park Road (east side)
 - Holmesdale Road at junction with Oliver Grove
 - Kemerton Road at the junction with Jesmond Road
 - Lancaster Road at the junction with Southern Avenue
 - Stambourne Way at the junction with Auckland Road
 - Sutherland Road at the junction with Canterbury Road
 - Sylvan Hill between Southolme Close & Treeview Close
 - Warminster Road at the junction with Lancaster Road
 - Woodvale Avenue at the junction with Avenue Road
- 9.35 The shift away from the car will address many of London's health problems, by reducing inactivity and cleaning up the air. It will help to eliminate the blight of road danger. It will limit the city's contribution to climate change and help to develop attractive local environments. Streets are where Londoners spend their time and meet other people, and they make up 80 per cent of the city's public space. The experience of being on London's streets is particularly important for older people, the very young, disabled people and those living on lower incomes, who disproportionately feel the negative impacts of living in a car-dependent city.

Major Junctions

- 9.36 We have been working with Transport for London on a number of schemes through their Better Junctions programme including measures to improve conditions for walking and cycling. These schemes are as follows:
- Fiveways
 - Purley gyratory
 - Thornton Heath Pond Gyratory

- Lombard Roundabout
- Park Lane Gyratory

9.37 Project work has currently been suspended due to Transport for London's financial difficulties. In the longer term there may be opportunities to access the Department for Transport's Major Road Network funding programme, although this depends on Transport for London staff being employed to progress these schemes.

Cycle Parking

9.38 Last year we extended our programme of providing 'Bike Hangar' cycle storage (for residents who do not have space to keep a bike) from Council housing estates (35 hangars on estates to date, each with space for six bicycles), out onto the public highway. So far we have installed 30 on street, with 20 more due this year. This will be a continuing programme responding to residents' need/demand.

10 OTHER CONSIDERATIONS & WORK IN PROGRESS

Green Recovery Plan

10.1 London Councils and the GLA established the London Recovery Board, who have set as the objective for London's recovery to: "Restore confidence in the city, minimise the impact on London's most vulnerable communities and rebuild the city's economy and society." The proposals set a framework for a recovery from Coronavirus based on more resilient, connected local places, with healthier, happier people, and a local economy, jobs and homes fit for the future; together, they will also put us on a path to a green recovery from Covid-19 and net zero carbon emissions.

10.2 There will be a concentration of action within a proposed Green New Deal mission, which will grow the green economy and tackle climate change and inequality through the built environment, transport and public realm, and building 'green foundations' for our low carbon future. The Green New Deal mission will be developed in close collaboration with boroughs as well as wider stakeholders during the coming months. Key programme areas include:

- Zero emission zones and neighbourhoods; School Streets, Zero Emission logistics hubs, zero emission corridor, micro-mobility hubs.
- Cycling & walking routes and greener public realm; destination cycle parking, Healthy Streets schemes.
- Electrification of London's remaining vehicle fleets and infrastructure; electric vehicle charging points on-street and council depots.
- Improving the environmental performance of existing and new homes
- Exploring opportunities to support growth of green jobs, skills and enterprises

Construction Logistics & Consolidation Activity

- 10.3 £450k was bid for / secured from the GLA to develop and implement a Construction Consolidation Centre to reduce the impacts on construction traffic on the Borough's roads and in particular within the Growth Zone
- 10.4 The Construction Logistics management efforts in Croydon have maintained the environmental quality of the Town Centre well above that of other high-density development areas. By generally restricting construction traffic to times outside of peak hours, we have reduced the effect on congestion and air pollution by ensuring HGV's are not in conflict and competition with the bulk of day to day traffic. This also benefits cyclists and pedestrians by removing these vehicles as possible dangers at the times when these road users are present in the largest numbers. Construction Logistics plans are specified for all sites following an agreed set of guidelines in a 'living document' that can adapt to changing needs within the borough but provides a single and fair point of reference for all developers.
- 10.5 We have also successfully utilised sites that have not yet begun construction as consolidation areas for others that are currently being built. This has resulted in significant time savings for the affected projects and further reduced impact on the surrounding environment by allowing larger single deliveries to be made, often bringing in days or weeks' worth of materials, instead of having multiple daily deliveries using vehicles that are only slightly smaller. In addition we have provided holding areas so that if a site cannot accept delivery the driver can wait in this designated area until the site can accommodate the vehicle thereby reducing the vehicle's carbon footprint by stopping it from having to circle the site using Croydon roads.
- 10.6 Thus, after over 3 years of construction activity, we have not experienced any serious accidents involving construction traffic (or indeed received any reports of minor accidents), which is well below the national and London statistical averages and in line with the Mayor's Vision Zero. Our work on Construction Logistics, including the development and initial deployment of a Construction Logistics Navigation app, has won two national awards in the past 12 months.

Construction Consolidation Centre

- 10.7 Development within Croydon has been extensive in recent years and measures have already been deployed to minimise trip generation serviced by construction vehicles within the Borough, particularly the town centre. Borough staff have been effective in working with developers and contractors to find parcels of land close, or adjacent to, developments to store materials and marshal work packs to try to minimise movements.
- 10.8 A successful funding bid to the Mayor's Air Quality Fund has enabled consultants to be appointed to source a potentially suitable site and facilitate the set-up of an operation to be used as a more formal Construction Consolidation Centre (CCC), servicing primarily Croydon but with potential to service neighbouring Boroughs and, over time, more widely across South London. No existing CCC is currently within a 30 minutes-drive time to/from Croydon.

Urban Freight Management Strategy

- 10.9 Better management of freight movement can reduce the impacts on congestion, residents, local amenity and road safety - and is crucial to improve the efficiency, economy and sustainability of the Borough and its businesses. No single solution will solve the freight movement challenges which Croydon faces – it requires a package of coordinated freight management measures.
- 10.10 As such Croydon Council is drafting an Urban Freight Management Strategy which will present a set of implementation measures based on experience of successful freight management practices from other towns and cities, both in the UK and around the World. This will be developed and approved as a Supplementary Planning Document as part of the Local Development Framework.

11 DETAILS OF THE CITIZEN'S ASSEMBLY

- 11.1 The Citizen's Assembly on Climate Change launched this year and took place from January – February 2020.
- 11.2 A citizens' assembly is a group of people who are brought together to discuss an issue or issues and reach a conclusion about what they think should happen. This method ensures that the actions the Council takes in regards to climate change and sustainability will be heavily influenced by the voice of residents.
- 11.3 Multiple Councils have undertaken Citizen's Assemblies after declaring climate emergencies to great success including Camden Council.
- 11.4 This January, we launched our first Citizen's Assembly, the first being on Climate Change. The Council worked with The Campaign Company to deliver the assembly to ensure that the recommendations that have resulted are independent and based solely on resident input.
- 11.5 In order for the assembly to come to a borough-wide consensus of opinion, members of the community were recruited and entered into a pool where 70 residents were then selected by age, gender, ethnicity and age group, and across groups that shared protected characteristics to ensure they were representative of our borough's diverse communities.
- 11.6 Assembly members were being provided with £50 per session they attend to encourage those selected to participate in all three of the meetings of the assembly. Originally vouchers were suggested but due to popular demand, cash was given instead as it was more convenient for assembly members.
- 11.7 Participants that were recruited to take part in the Citizen's Assembly process were provided with pre-meeting briefings before each meeting to ensure that they were clear about what to expect before each session. This allowed each member to take an active approach over the course of the assembly.

11.8 The content of the meetings were co-designed by the Campaign Company with the Council to ensure that the assembly members were:

- Informed of any relevant background information regarding climate change and lowering carbon emissions in Croydon and London for context;
- Given the opportunity to scope the issue of climate change in Croydon in the first session;
- Able to take evidence and explore options around what can be done in Croydon to lower our carbon emissions across the borough as well as a Council;
- Able to form a conclusion based on the scoping they have done and the evidence they have seen to produce a set of recommendations to be taken to Cabinet for the review of Council Members.

11.9 The meetings took place over a 2.5hr slot during evenings around the borough depending on the availability of assembly members to ensure most are able to attend. Over the course of the sessions, 42 individual assembly members attended the Citizen's Assembly.

11.10 The assembly was made up of three sessions:

- The first session served to provide background of the challenge around climate change and identify the main themes that Croydon needed to take action on. These were transport, education awareness and engagement and improving energy efficiency.
- The second session focussed on what action could be taken in regards to the identified themes on an individual, Council and community level.
- The third session had assembly members set out and agree specific recommendations to be considered by Cabinet.

11.11 Further detail on the assembly sessions can be found in the attached report.

12 OUTCOMES FROM THE CITIZEN'S ASSEMBLY

12.1 The outcomes from the Citizen's Assembly deliberations are summarised below as expressed by the assembly members:

Statements

- We support the Council's decision to take action on climate change.
- We believe that Croydon has a great opportunity to be one of the first to act and develop some trail blazing solutions.
- We believe that the issue is too big for anyone to do on their own so we call on the Council to show leadership and act as a role model collaborating with others including businesses, the NHS, the voluntary sector, communities and special interest groups (e.g. the London Cycling Campaign, Ramblers, Friends of the Earth etc.) to develop concerted and co-ordinated action.

- We are prepared to take action ourselves on climate change but this will be boosted if the Council also leads by example by considering the following:
 - Building climate impact into everything it does (commissioning, operating etc.)
 - Educating and encouraging its staff to become Workplace Environmental Protection Officers, advocates and champions for climate action
 - Supporting businesses, landlords and residents to take action
 - Lobbying for more action from Government, the Mayor of London and other bodies
 - Using its influence within Croydon to encourage all agencies to adopt action plans

- We believe that many people are put off taking action on the climate because the information is confusing. We believe that we need a set of simple, understandable measures to chart our progress in Croydon.

- We believe that education and awareness around the issue cannot start too early. We therefore call for an extensive programme in all the borough's schools as a central part of the syllabus rather than an optional bolt-on. Colleges, training establishments and centres of adult education also have an important role to play.

- We want to see clearer and more regular feedback on the impact being made on the issue.

- We believe that there is a great opportunity to embrace and harness new technology to provide solutions to some of the challenges we face. Putting Croydon at the forefront of this will help to make this a centre for jobs and innovation and will promote Croydon as a future facing place to live and work.

- We want to see local business (particularly small and medium sized enterprises) rewarded if they sign up to environmentally friendly policies.

- Businesses and residents should be involved in discussions about the cost and payment schemes for environmental plans.

- We want the majority of socially responsible residents supported and recognised for contributions they make. We also want to see those who let us down identified and penalised.

- Action on climate must go hand in hand with measures to make the place cleaner, greener and safer.

- Young people are key – we want to see them taking a central role.

- We are open to the idea of charging people at a reasonable level who have highly polluting cars more on condition that efforts are made to improve public transport and those who adopt greener solutions (like walking, cycling car sharing and electric vehicles are rewarded). But above all we

want to see fewer cars in total on the borough's roads with shorter journeys in particular being cut.

- We believe that the scale and speed of action required to tackle the climate challenge will need a whole community approach.
- We understand that Croydon faces a housing crisis and it needs to build more homes especially affordable housing for local people who are unable to find suitable accommodation. We call on the Council to develop a set of principles and regulations that will ensure that additional homes do not compromise the commitment to a greener, cleaner and more attractive borough. Making better use of existing housing stock that is empty or under used would help in this respect.
- The key priority areas to be actioned for Climate Emergency are: transport, air quality, energy use and awareness and engagement.
- We do not believe that currently, Croydon residents are sufficiently aware, engaged or equipped to play the central part needed in this change. Addressing this should therefore be a major priority.
- We support a community advocate programme that will train and support residents to help their communities' effect change.
- The spaces, networks, organisations and expertise that the borough has should be identified and co-ordinated to provide maximum environmental impact.
- Waste and recycling is an important aspect of the environmental challenge as everyone should be responsible for it. Information and action is needed to enforce good practice and take measures to penalise those who do not act responsibly.
- We are pleased to hear that the Croydon Climate Crisis Commission for a Sustainable Croydon has been set up and that residents' voices will be represented on this. We would like to see work from the Council and the Commission begin as soon as possible (we think some action can be taken immediately) and for residents' to be informed and engaged in this important area.

Recommendations

12.2 From the above statements, the recommendations that can be actioned by the Council and have been approved by Cabinet are the following:

- Continue to take action on Climate Change, working in conjunction with partners, schools, businesses and residents.
- Consider the following:
 - Building climate impact into everything it does (commissioning, operating etc.)

- Educating and encouraging its staff to become Workplace Environmental Protection Officers, advocates and champions for climate action
 - Support businesses, landlords and residents to take action with schemes rewarding positive action and punishing negative action
 - Lobbying for more action from Government, the Mayor of London and other bodies
 - Using its influence within Croydon to encourage all agencies to adopt action plans
- Create a set of simple, understandable measures to chart progress in tackling the climate emergency in Croydon.
 - Encourage all the schools in the borough to implement an extensive programme as a central part of the syllabus rather than an optional bolt-on.
 - Encourage young people to take a central role in tackling the climate emergency.
 - Develop a set of principles and regulations that will ensure that additional homes do not compromise the commitment to a greener, cleaner and more attractive borough.
 - Create a community advocate programme that will train and support residents to help their communities' effect change as tackling the climate challenge will need a whole community approach.
 - Identify and coordinate a network of spaces, groups, organisations and experts that the borough has to provide maximum environmental impact.
 - Continue with work through the Croydon Climate Crisis Commission and ensure that residents are kept informed and engaged.

12.3 These recommendations will feed into the work of the commission to ensure that our resident's voices are being included in our climate action plan.

13 PRE-DECISION SCRUTINY

13.1 The Croydon Climate Crisis Commission went to the Scrutiny Streets, Environment & Homes Sub-Committee in September 2020 in a report taken by the Leader. On the night, recommendations for the Commission were centered around:

- Ensuring officers give consideration as to how to measure success in order to ensure that it was on target to meet commitments to be Carbon Neutral by 2030
- The Commission and officers making sure that engagement around the Climate Action Plan/recommendations is managed well using existing Council resources such as the eCitizen's Assembly if possible
- The Council embedding sustainability in all its process and major decisions including engaging with the Commission on the MTFs.

14 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

- 14.1 The costs associated with the Citizen's Assembly and Croydon Climate Crisis Commission are being funded from within existing revenue budgets. The recommendations do not have any additional financial implications and any future financial impact will need to be met from existing revenue budgets.
- 14.2 The allocation of funding and the outcomes of the Commission will be monitored regularly.

Approved by Lisa Taylor, Director of Finance, Investment and Risk and s151 Officer.

15 LEGAL CONSIDERATIONS

- 15.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance that whilst there are no direct legal implications arising from the recommendations within this report, as recommendations are sought to be implemented, whether via Action Plans or otherwise, this could give rise to legal implications and specific legal advice will need to be sought to support this implementation.

Approved by Sandra Herbert, Head of Litigation and Corporate Law on behalf of the Director of Law and Governance & Deputy Monitoring Officer

16 HUMAN RESOURCES IMPACT

- 16.1 There are no immediate implications for LBC staff arising from this report.

Approved by: Sue Moorman, Director of Human Resources

17 EQUALITIES IMPACT

- 17.1 All works are being carried out to ensure a greener more sustainable borough this should have a positive impact on all residents including those that share protected characteristics.
- 17.2 The Citizen's Assembly members were recruited to form a representative sample of Croydon's diverse population to ensure we take on board the views of and hear the voices of all our residents.
- 17.3 Likewise the commissioners for the Climate Crisis Commission have been and will continue to be appointed are from diverse backgrounds to further ensure that Croydon is adequately represented in any action the Council takes regarding climate change and sustainability.
- 17.4 An Equality Analysis has been completed for the Climate Action Plan (attached Appendix 4). The climate action plan will come to Cabinet in the new year and

this will be updated following consultation, to further identify the potential impact on groups that share protected characteristics.

Approved by: Yvonne Okiyo, Equalities Manager

18 ENVIRONMENTAL IMPACT

- 18.1 All works carried out to date are expected to have a beneficial impact on our carbon footprint as well as on the greening of our borough and the air quality.
- 18.2 There have been no direct environmental impacts from the Citizen's Assembly however, the meetings have encouraged residents to think and act on ways to become more sustainable and lower their carbon footprint.
- 18.3 The recommendations that have come from the assembly and the actions that will be taken as a result will lower our carbon emissions as a Council and a borough with direct input from Croydon residents.
- 18.4 This assembly has and the commission will identify what is necessary to achieve Croydon's aim to be carbon neutral by 2030 and London's commitment of 2050 with resident input.
- 18.5 A report detailing the climate action plan will come to Cabinet and identify further environmental impacts.

19 CRIME AND DISORDER REDUCTION IMPACT

- 19.1 No expected impact.

20 REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 20.1 The recommendation has been made to note the works being done to make Croydon more sustainable as a progress update.

21 OPTIONS CONSIDERED AND REJECTED

- 21.1 No other options have been considered at this stage.

22 DATA PROTECTION IMPLICATIONS

22.1 WILL THE SUBJECT OF THE REPORT INVOLVE THE PROCESSING OF 'PERSONAL DATA'?

No

- 22.2 The Director of Policy and Partnership comments that the data and evidence considered by the Citizen's Assembly did not include any personal data.

22.3 Personal data for the Citizen’s assembly members was collected and maintained by the third party provider. This was held in accordance with their policies and privacy notices.

Approved by: Gavin Handford, Director of Policy and Partnership.

CONTACT OFFICER: Yasmin Ahmed, Senior Strategy Officer, ext 62545

APPENDICES: Appendix 1 – Terms of Reference for the Croydon Climate Crisis Commission

Appendix 2 – Terms of Reference for the Sustainable Economic Renewal Board

Appendix 3 - Final report on Citizen’s Assembly on Climate Change

Appendix 4 – Equalities Analysis For Climate Action Plan

BACKGROUND DOCUMENTS: None