

OVERVIEW AND SCRUTINY COMMITTEE 12 MARCH 2024

Report title: Climate Change

Wards: All

Portfolio: Deputy Leader of the Council (Sustainable Lambeth and Clean Air): Councillor Rezina Chowdhury

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REPORT SUMMARY

This report provides an update on key themes within the Council's climate change response programme, including the forthcoming Corporate Carbon Reduction Plan, as requested by the Overview and Scrutiny Committee.

FINANCE SUMMARY

There are no direct financial implications arising from the recommendations in this report.

RECOMMENDATIONS

1. To note the contents of the report.

1. CONTEXT

- 1.1 Officers attended the Overview and Scrutiny Committee meeting in December 2022 to provide a comprehensive update on the climate response programme. This report has been prepared to provide a further update to the Committee in regard to progress in the delivery of the Council's climate change response, focusing on specific aspects of the programme. A number of topics have been identified for further discussion, including the forthcoming Corporate Carbon Reduction Plan 2024.

Achievements

- 1.2 The Council has a critical role to play in achieving Net Zero. Lambeth was the first London borough to declare a climate emergency in 2019. Since then, we have taken major steps towards achieving Net Zero in our own operations and driving decarbonisation and climate resilience across the wider borough. This section summarises some of the achievements towards this objective made over the last 12 months across the programme workstreams.

Buildings & Energy (Non Residential)

- 1.3 The Council has one of the largest school retrofitting programmes in London, with the replacement of gas boilers with air source heat pumps, as well as related building improvements, completed, or in progress at 31 schools. Similar improvements have been delivered at six libraries, two community centres and works are underway at two of our leisure centres and Brockwell Hall, where a ground source heat pump is being installed as part of the wider restoration project. We have managed to secure approximately £20 million from central government for these works in the form of grants, and provided match funding from the programme's capital allocation. The grant scheme is highly competitive and allows only a very narrow implementation window, meaning that the building improvements have had to be designed and delivered at unprecedented pace, with close collaboration across directorates and teams, as well as with building users, to ensure a successful outcome.



Figure 1: Air Source Heat Pumps at Upper Norwood Library.

Buildings and Energy (Residential)

- 1.4 The Council has delivered a range of energy efficiency and deep retrofit projects to our housing stock. Over 1,000 residential properties benefitted from these improvements in 2022/23, despite significant financial constraints. Deep retrofit projects have been successfully carried out at the Myatt's Fields estate and this has helped to build knowledge and capacity for future projects. Deep retrofit is complex, costly and can be intrusive for residents, with the costs of works exceeding 100,000 per property for the Myatt's Field project, illustrating the size of the financial challenge.



Figure 2: Myatt's Fields National Net Zero Retrofit Accelerator (NNZRA).

- 1.5 The Council has provided targeted energy savings measures and advice to aid with the cost of living crisis. The support offered has included providing energy kits directly to over 1,000 residents through libraries, community centres, and warm spaces. Residents received targeted communications to access the kits, based on properties with low Energy Performance Certificate (EPC) ratings as well as those identified by the Council's Resilience Index as having low affordability and a high number of risk factors that would make them financially vulnerable.

Transport

- 1.6 Lambeth continues to be a leader in sustainable transport. We have built on the success of our Covid traffic reduction approach by implementing permanent public realm works across the Oval to Stockwell and Railton Low Traffic Neighbourhoods. We have delivered further phases of our Healthy Routes programme on Rosendale and Loughborough Road, creating safe, attractive walking and cycling corridors for all ages and abilities. We have implemented a further 10 School Street schemes, bringing the total to 34 with another 22 planned by 2026, creating safe, healthy environments for children, carers and staff and encouraging active travel. We organised the first 'bike the borough' event in the Lambeth in summer 2023 and are planning to expand this significantly in 2024.



Figure 3: Traffic filter on St Matthew's Road.

- 1.7 Our award winning Kerbside Strategy has become a reference point for the transformation of local streets across the country. We have started to implement the strategy in a co-ordinated way, continuing to roll out bike hangars across the borough - now totalling 416, launching our parklet programme for residents and businesses and implementing over 120 new 'micro mobility' bays for hire bikes and e-scooters. We have adopted our new Electric Vehicle (EV) Strategy and are mobilising the further roll out of EV charge points across Lambeth. In total, 2023/24 saw an additional nine kilometres of kerbside converted to sustainable uses across the borough. We have also adopted Lambeth's Road Danger Reduction Strategy, which sets out clear design principles for safer streets which are now being embedded into scheme delivery.



Figure 4: Community Parklets and EV Strategy.

Adaptation and Environmental Quality

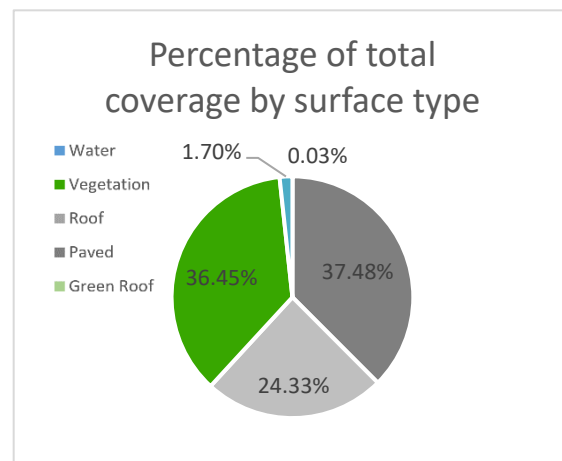
- 1.8 We have one of the largest Sustainable Drainage programmes in London, worth over £6 million and consisting of over 20 individual schemes that will sustainably manage the rainfall from 3.7 hectares of roofs, roads, paths and parks - the equivalent of over 140 tennis courts. The programme is divided into four project themes; Schools, Estates, Parks, and Highways. All schemes consist of new or enhanced natural based solutions to tackle climate change risks, and will reduce flood risk downstream, improve water quality, enhance biodiversity, and revamp the

local amenity space. To date, six schemes have been completed, with seven more to be commissioned in Quarter 4 (Q4) of 2023/24 and a further 10 in Q1 of 2024/25.



Figure 5: Sustainable Urban Drainage Scheme (SuDS) at Fentiman Road and St Andrew's Primary School.

- 1.9 To support tracking progress toward the Climate Action Plan goal of “10% of all rainwater on impermeable surfaces in Lambeth to be sustainably managed by 2030”, the team has commissioned innovative satellite imagery of Lambeth to determine the total area of green space versus hardstanding (paths, roads, roofs, and patios etc). This included an analysis of the type of surface, its use, and owner, which will support strategic decision making for biodiversity and climate adaptation. The satellite commission and analysis has been designed to be repeatable for monitoring purposes.



A pie chart showing the percentage of total coverage by surface type, with 37.48% paved, 36.45% vegetation, 24.33% roof, 1.70% water, and 0.03% green roof.

- 1.10 We have launched our Air Quality Action Plan for 2023 to 2025 and have begun implementing the actions that are laid out in the plan which aim to put into effect our Air Quality Vision and break the link between inner-London living and poor air quality. The second phase of the Green Screens Programme has installed eight new Green Screens in schools across the borough, protecting school children from the effects of air pollution. Lambeth now has a network of 65 air quality sensors distributed across the borough that allow anyone to view real-time air pollutant concentrations and take action to reduce their exposure to air pollution. We have completed a trial in partnership with Impact on Urban Health examining the use of air quality monitoring equipment at construction sites and we are also collaborating on a trial to employ a dedicated Construction Emissions Officer and establishing an Air Quality Forum. We have also communicated the risks of residential wood burning to 158,000 homes by advertising through Lambeth Talk, and directly contacted homes in the private rented sector that are at risk of damp and mould to explain the support the Council can offer to improve the indoor air quality in their homes.
- 1.11 During National Tree Week, we launched our Urban Forest Strategy, which sets out how the Council's commitment to achieve a net increase of 5,000 semi-mature trees will be delivered by

2026. The strategy sets out a vision for how the borough's trees and canopy cover can be increased, while maintaining Lambeth's existing trees. It will help create a resilient urban forest that will see areas with the lowest tree cover prioritised each planting season. Tree canopy cover in Lambeth is below the London average and that is something we need to urgently address, not just to meet our own climate targets but because of the health and wellbeing benefits they offer to everyone in the borough. Over the next three years, we will accelerate our planting plans, carefully plan where new trees can go and nurture our thousands of existing trees so that they can provide the greatest benefits for longer. In 2019, the Council commissioned an aerial survey of the borough's current tree canopy cover, which was used to inform and shape the Urban Forest Strategy. It found that the level of tree canopy varies significantly across Lambeth and is not shared evenly – West Dulwich has 24 per cent cover while Waterloo and South Bank and Vauxhall are among those with just 11 per cent cover. The Urban Forest Strategy will address this by setting out six key principles to grow tree canopy cover by protecting existing trees, increasing collaboration and partnerships, increasing resilience in the tree stock, increasing species diversity and ensuring better standards for planting and care. This winter's tree-planting programme is well underway, with three contractors planting at least 1,700 across parks, housing estates and on wider footways, where compliance with the Kerbside Strategy can be achieved.

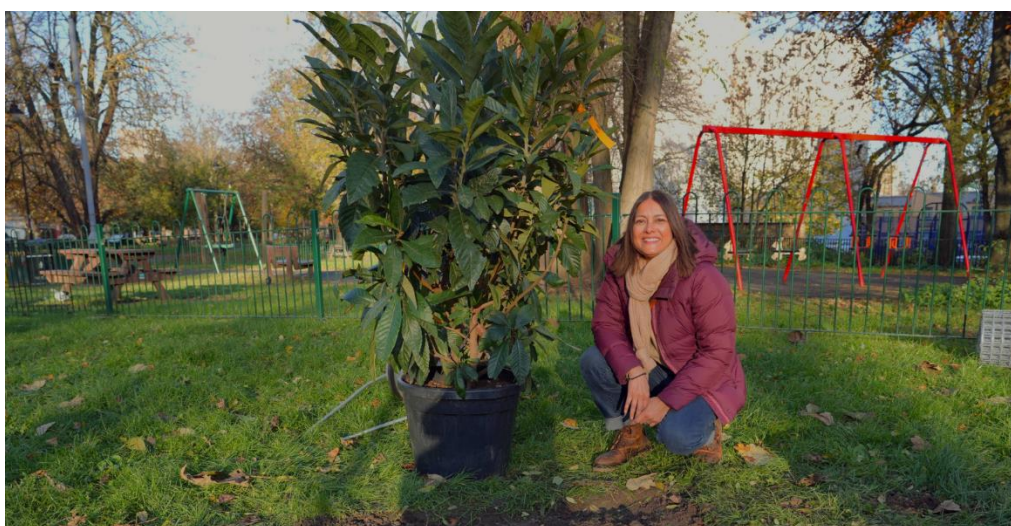


Figure 6: Councillor Rezina Chowdhury at the Urban Forest Strategy launch Waste and Resource Use.

- 1.12 Waste and recycling activities are a key element of the Council's climate response programme and represent an area in which all of Lambeth's citizens, businesses and visitors have a part to play. The key element of our updated Waste Strategy is to collect non-recyclable waste on a fortnightly basis, rather than each week. The strategy is expected to result in a reduction in carbon emissions and improved air quality (reduction in the emission of nitrogen dioxide and particulate matter) through a reduction in the number of refuse collection vehicles (RCVs) on the road and increased recycling rates.
- 1.13 The waste management team are also rolling out food waste collections to all of our estates and high streets to ensure residents have the ability to send their food waste to recycling. Trials have been very successful with over 6,000 residents in estates now able to recycle their food waste. We will be trialling food waste bins on street as well to encourage our residents that live above shops and also commercial premises to recycle all of their organic waste. The aim is to have all residents on estates and living above shops able to recycle food waste by December 2025.



Figure 7: Two images showing officers knocking on doors and displaying food waste bins in relation to Low Carbon Growth and Green Skills.

- 1.14 This year saw the approval of Lambeth's green economy growth strategy, which will shape the Council's efforts to support the sector's growth between now and 2030. The strategy identifies five areas for the Council to take action: space and clustering, funding and investment, partnerships and advocacy, business support, and employment and skills. Following the publication of the strategy, the low carbon growth and skills workstream has been established to monitor progress and provide updates to the Climate Change Board. Delivery of the strategy is already well underway. Sustainable Ventures opened their new workspace on the fifth floor of County Hall, supported by £1.45 million of grant and loan investment from the Council. 100% of all private offices are occupied and the space is supporting 77 companies and 852 jobs across 45,000 square feet of specialist workspace dedicated to the sector. In October, Prince William visited the space which is home to several businesses nominated for the Earthshot Prize.
- 1.15 Recruitment for the second iteration of the Innovation Challenge has also taken place ahead of the programme commencing in early 2024. Seven major employers in the borough: Venues, Guy's and St Thomas' Foundation, the British Film Institute, Workspace Group, Studio Voltaire, Surrey County Cricket, and the Wates Group, are keen to participate in the challenge that will see them partner with innovators from Sustainable Ventures' ecosystem to identify potential solutions to their sustainability challenges. The Innovation Challenge will provide scalable solutions that will impact a range of other key sectors and support behaviour change and Net Zero adaptations within Lambeth's economy. Alongside this support for established businesses and scale ups, scoping is also taken place around the possibility of further accelerator programme targeted at early stage underrepresented founders – namely Black and women entrepreneurs – to strive for growth in the sector that is equitable and inclusive.



Figure 8: Sustainable Ventures' workspace at County Hall. The image shows a modern, open space room with a rectangular table capable of seating eight people at the centre, two small coffee tables on the right hand side, and two window-seat tables capable of seating four people each.

Communications and Engagement

- 1.16 We have produced coordinated communications in support of the climate change response programme, engaging our residents on key topics and showcasing Lambeth Council initiatives across local, regional and national media. That work has included fresh and engaging design in support of the Kerbside strategy, a proactive active travel content campaign and clear messaging to ensure our borough's aims objectives and aspirations are relatable and understood. We have also continued to carry interactive and engaging sessions with residents on the scale and type of solutions required to deliver our ambitions climate objectives. This has included facilitating in-depth sessions on possible solutions for heating, travel, and food with 119 residents through the innovative strategy room experience where residents discuss and debate the merits of different approaches to the climate crisis. We have also continued to grow our schools future fit network, with 23 schools now signed up to the network committing to take practical action on climate change every year. The Council's climate change response programme has also been reflected in our Lambeth 2030: Our Future, Our Lambeth borough plan development, our new Lambeth Civic Awards and our profile raising programme of external award entry work.



Figure 9: Promoting our new electric refuse collection vehicles. The image shows a waste collector in an orange high-visibility jacket in front of a bin lorry which is brightly coloured (blue, yellow, and green) and has 'electric vehicle' written in white along the side.

Challenges

- 1.17 The Council cannot deliver Net Zero acting alone. Reducing carbon emissions across the borough is a joint effort from public institutions, businesses, community groups and residents across Lambeth. The principles and recommendations set out by the independent Lambeth Citizens Assembly in 2021 informed the development of the Climate Action Plan (CAP), published in March 2022 and jointly owned by 10 Climate Action Partners: Kings College Hospital, Guys and St. Thomas Foundation, Kings College London, London Southbank University (LSBU) Group, Hyde Housing Association, Metropolitan Thames Valley Housing Association, National Theatre, Southbank Centre, Lambeth School Partnership, and Guy's and St. Thomas' National Health Service (NHS) Foundation. Sustainable Ventures has since joined the Climate Partnership of founding members. Within the Partnership, the Council has provided a leadership and convening function, driving the development of a Measurement Framework to track progress against the CAP and the formalisation of the Partnership into an effective body for coordinating and delivering climate action.
- 1.18 The Council cannot fund the transition to Net Zero alone. The most significant challenge to decarbonising the Council's operations, and the wider borough, is the financial resource gap. In 2020 the Council agreed a capital budget provision of £20.15 million, the majority of which has since been committed to projects and programmes set out in this report. With this as leverage, there has been considerable success in securing the limited central government support available to finance retrofit, reduce emissions and enhance climate resilience. The Council is also considering innovative approaches to self-financing the most cost-effective decarbonisation measures, for example through savings on energy bills. A significant gap remains, however. The vast majority of Council emissions, and the majority of borough-wide emissions, are from heating and powering buildings. However, heat decarbonisation measures, such as air source heat pumps, present high up front capital costs, and do not in themselves reduce energy bills, making large scale rollout, in the absence of increased central government support, a major challenge. This is exacerbated by the age and inefficiency of Lambeth's building stock, inflation, and increased borrowing costs. Therefore, the Council continues to lobby central government to provide the resources that are appropriate to the scale of intervention needed to reach Net Zero.
- 1.19 A consistent national policy framework is needed. Local authorities will be critical to the delivery of Net Zero across the country. No other delivery agent has the reach and relationships to galvanise, lead, co-ordinate and support action across the many sectors that will need to embrace change. Councils will also be critical in developing and delivering climate resilience measures to protect our residents from climate change impacts that are already being felt and are likely to worsen. We have the policies and the ambition to lead but, as well as suitable resourcing, a bold, appropriate, consistent and sustained national policy framework is needed to lay the ground for action at a local level across the country.
- 1.20 The transition to Net Zero must be equitable. The Council is acutely aware of the intersection between climate risks and the potential to exacerbate existing social and economic inequalities through, for example, exposure to volatile energy prices, unequal access to green space and displacement of communities due to increased living costs. Moreover, a significant skills gap remains to deliver the size and scale of the Net Zero transition that is required. More dedicated upskilling and training programmes are needed to ensure those who have contributed least to the

climate crisis are part of and benefit from the solutions. More details are set out below on how the Council is ensuring equity is at the heart of the climate response.

2. PROPOSAL AND REASONS

- 2.1 This section provides more detail on key elements of activity within the climate programme, including challenges and opportunities.

Climate Review

- 2.2 The climate response programme is comprised of core activity and work across eight workstreams, covering relevant activity across the Council and categorised according to the major sources of emissions targeted through the Corporate Carbon Reduction Plan. The workstreams are: Buildings and Energy (Residential); Buildings and Energy (Non Residential); Transport; Waste and Resource Use; Adaptation and Environmental Quality; Low Carbon Growth and Green Skills; Policy and Performance; and Communications and Engagement.
- 2.3 The core team comprises 12 roles providing strategic, policy, technical, management and communications expertise to the programme. The eight workstreams are cross-functional, with membership from the relevant delivery teams, such as Capital Studio, Housing, Property, and Waste Services.
- 2.4 In Autumn 2022, the Council commissioned an independent review of the climate response programme, focusing on delivery, governance, programme, and resources. The key findings from the review, which reported in early 2023, were as follows:
- a. The core team is strong with a positive culture, but needs to move away from project management into the realm of strategic programme delivery.
 - b. Scale up of delivery teams is required to enable handover of projects from the core team.
 - c. Scale up and acceleration of the programme across the Council will require broader ownership and more clarity on core objectives.
 - d. There is general concern around delivery capacity and availability of resources.
 - e. There will be viability and general funding gaps.
- 2.5 The key recommendations of the review were to:
- a. Improve governance of the programme, with more senior oversight.
 - b. Improve programme planning and effectiveness of workstreams through increased ownership across the Council and 'ramp up' of delivery capacity.
 - c. Develop 'roadmaps' to 2030 at workstream level, with a particular focus on Buildings and Energy.
 - d. Provide cross Council, dedicated finance support at senior level.
- 2.6 During the course of 2023, the climate review recommendations have largely been implemented, with a new, Corporate Director level Climate Change Board established to oversee and drive forward the programme. This has proven effective, but it has become evident that further innovation will be required in order to accelerate activity and, as a result, alternative delivery approaches are now being trialled. For example, elements of the Transport workstream are now being delivered by a new 'fast track' team which will focus on low infrastructure, high impact schemes, such as trial changes to the road network and the implementation of the Kerbside Strategy. Improving team working across directorates remains a key objective for the programme as a whole and further innovation is being considered.

Corporate Carbon Reduction Plan

- 2.7 The Corporate Carbon Reduction Plan (CCRP) sets out how the Council will transform its operations so that, as a large organisation and provider of key services across the borough, we can reach our Net Zero objective. The CCRP complements the Climate Action Plan (CAP), which sets out 20 high level goals for the *whole borough* to become Net Zero compatible and climate resilient by 2030.
- 2.8 In 2019, when the Council declared a climate emergency, the CCRP was developed rapidly and included a series of actions to get the Council onto a trajectory to Net Zero by 2030. However, the quick mobilisation meant there was no time to capture data for the full scope and complexity of Council functions, to build an evidence base and costings for the CCRP, and to understand the extent of the Council's control and influence over carbon emissions across all operations.
- 2.9 The Council is a complex organisation with many functions. It is an operator of emissions sources like buildings and vehicles, an owner of assets used by others, a purchaser of goods and services, and an authority that makes decisions that affect investment, development and behaviour across the borough. The actions the Council can take to reduce emissions from its operations differ according to each function, as does its control and influence over and responsibility for those emissions.
- 2.10 A programme of carbon reduction is underway including reducing emissions from Council vehicles, leveraging in grant funding to decarbonise residential and non-residential assets and improving data (through stock conditions and building survey data) on the condition of these assets. However, further work still needs to be done to understand the full scope of retrofitting work needed, including associated enabling and remedial works. Work will need to be scaled up substantially to improve the energy performance of Lambeth's assets; the associated costs of doing so will also increase significantly.
- 2.11 A systematic review of the CCRP is being undertaken to understand exactly which functions are in and out of scope, to group and define these functions as a series of sub-targets based on the Council's levers of control: full control, partial control and influence, and to model the Council's trajectory to Net Zero over the next six years.
- 2.12 The sub-targets and definitions can be found in paragraphs 2.14 and 2.15. The updated CCRP will be finalised in Q2 of 2024/25 and will include data analysis for each sub-target, the estimated cost of achieving Net Zero by 2030, the scale and scope of works and processes needed, and a revised action plan. The updated CCRP will also consider the anticipated level of off-setting needed after the Council has taken all feasible carbon reduction measures.
- 2.13 The Council's emissions reporting process will reflect the updated CCRP; Lambeth's annual emissions report will focus on measuring Council's corporate emissions. Borough wide emissions will be captured in an annual impact report produced with Lambeth's Climate Partnership measuring the impact of the delivery of Lambeth's CAP.

2.14 Sub-targets:

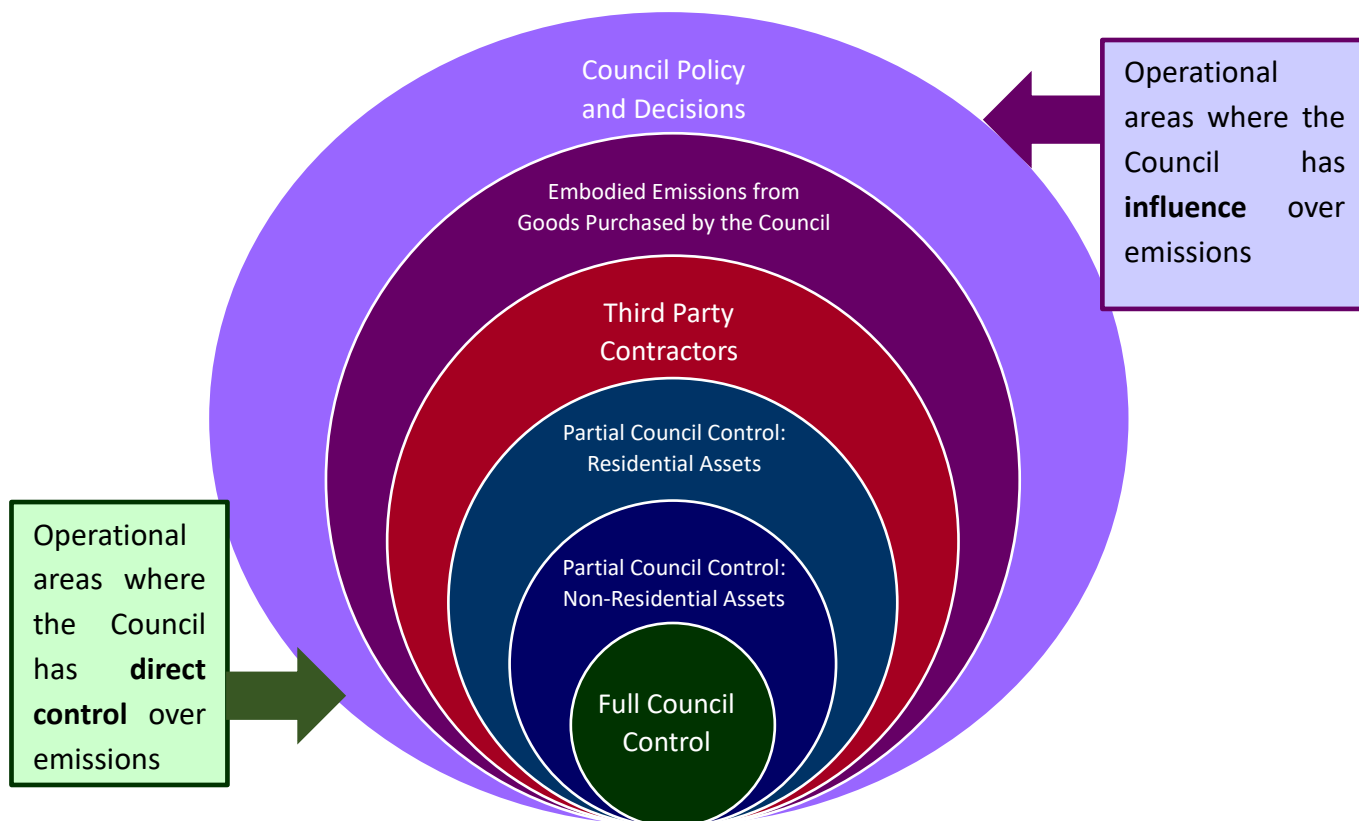


Figure 10: This diagram shows operational areas where the Council has direct control over emissions to where it has influence as follows: Full Council Control, Partial Council Control: Non-Residential Assets, Partial Council Control: Residential Assets, Third Party Contractors, Embodied Emissions from Goods Purchased by the Council, and Council Policy and Decisions.

2.15 Sub-target definitions:

Sub-target	Definition	Examples
Full Council Control	All assets owned and occupied by the Council where the Council has full control over the energy performance of the asset including energy purchasing, energy consumption, infrastructure installation, repairs & maintenance and the way the asset is used.	The town hall, civic centre, and other Council offices in buildings the Council owns. In-house leisure centres, libraries in buildings the Council owns, Lambeth owned vehicles and machinery.
Partial Council Control: Non-Residential Assets	Buildings owned by the Council and leased or delegated to third party and buildings owned/controlled by a third party, leased to/used by the Council.	Maintained schools, commercially leased properties.
Residential Assets	All residential assets that the Council owns and maintains where the Council has substantial control over the energy performance of the asset through responsibility for infrastructure installation and repairs & maintenance.	Tenanted properties, communal heating systems, meters in communal areas covering lighting, lifts, and offices.

Sub-target	Definition	Examples
Third party contractors	Service design, procurement and contract management processes implemented by the Council that influence contractor emissions	Emissions released as part of delivery of the contract (e.g. energy used in back-office functions, transport, etc.)
Embodied emissions from goods purchased by Council	Procurement and contract management processes implemented by the Council that influence emissions embodied in goods purchased directly by the Council including, but not limited to, IT equipment, machinery, furniture, fixtures & fittings, catering, construction materials.	Emissions embodied in goods purchased directly by the Council.
Emissions from decision making and policy	key processes and decisions implemented by the Council to deliver its core functions that substantially influence emissions	Core functions that directly influence carbon emissions e.g. planning, pensions, new homes built by the Council.

Buildings and Energy

Residential buildings

- 2.16 Emissions from powering our buildings are the largest source of carbon dioxide (CO₂) emissions in Lambeth. In 2019, energy within homes accounted for 41% of our borough's emissions. Improving energy efficiency and thermal comfort of homes not only helps to reduce emissions, but also offers a number of co-benefits, such as increased property value, reduction in resident bills, improved mental and physical well-being, and generation of local green jobs.
- 2.17 The transition to Net Zero has included a focus on improving the energy efficiency of Lambeth's social housing, supported by the Social Housing Decarbonisation Fund. The selection of dwellings for this includes a range of different building types, including flats and estates and houses where there is a higher risk of fuel poverty, with an initial objective to bring the EPC up to a minimum of C. The programme of Lambeth's retrofit work follows a Net Zero pathway. Measures are assessed on their potential impact on energy bills and a 'fabric first' approach is preferred. This ensures that any interventions will not increase energy use and permits further measures to be added in the future when funding is available.
- 2.18 To enable a data-led approach to retrofit, the Council has completed a comprehensive stock condition survey which has captured new information across 13,000 homes. The data has been used to support a high-level energy study to forecast the likely costs of achieving EPC C and Net Zero across the housing stock. Costs have been extrapolated to the full stock and the cost to deliver the above targets by 2050 is estimated at £604 million. This increases to £723 million if the programme is accelerated to meet Lambeth's 2030 target.
- 2.19 While these costs cannot be met within our current business plan, the data provides a detailed assessment of the investment required to deliver these targets and has enabled the development of a longer-term investment plan. We cannot do this alone, and we will continue lobby government for the required support alongside the delivery of innovative pilots and models that support delivery of affordable retrofit.

- 2.20 The Council is also working across services to provide support to residents on a low income who might be eligible for free home energy efficiency measures through the ECO4 Flexible Eligibility (ECO4 flex) scheme, an optional delivery mechanism which allows energy suppliers to deliver up to 50% of their obligation through specified routes.
- 2.21 The Council has also commissioned Groundwork to deliver the Green Doctor programme since the beginning of the cost of living crisis. The programme aims to support residents to increase the energy efficiency of their homes through providing advice and guidance information on switching tariffs/understanding bills, how to manage household energy and water use, as well as fitting small energy efficiency measures. The service is also able to administer fuel vouchers and undertake a health triage to assess vulnerability, including onwards referrals into other services. So far, in financial year 2023-24, the service has worked with 212 households and, on average has saved more than the amount required to take them out of fuel poverty, building their financial resilience as well as responding to urgent need. Of those accessing the service, 48% of residents were Black, Asian or Multi-Ethnic, compared to 28% who were White. 30% of households receiving support through the service have contained residents over the age of 65 and 43% contained children.
- 2.22 The delivery of retrofit work within the borough provides jobs to residents of Lambeth as well as opportunities for training and apprenticeships. For example, Lambeth has partnered with LSBU's Green Skills Hub and other community-based organisations to deliver upskilling opportunities for Lambeth residents, with a particular emphasis on reaching the Council's priority groups (care leavers, young people, people with special education needs and disability, Black African, Black Caribbean and Portuguese groups, and older residents). By targeting priority groups through upskilling and employment opportunities, the Council seeks to address the systems of economic exclusion which have disproportionately harmed communities living with marginalised identities. Examples of partnership work include our pilot partnership between a housing retrofit contractor and LSBU and our support for Retrofit Action for Tomorrow (RAFT).
- 2.23 Using Responsible Procurement as the policy base, Lambeth Council has established a demonstration retrofit project at 24-26 Bloomhall Road. Project contractors are providing two site visits to LSBU lecturers and students, one guest lecture, one two-week work experience. Based on the site visits, meetings with the contractors, and progress updates, lecturers from the Construction Management program at LSBU are designing a course module and student project on housing retrofits. In addition to course-based learning, LSBU offers a virtual work experience that enables residents (aged 16 and over) to learn about Net Zero careers. By increasing the educational offer, Lambeth aims to grow the Net Zero workforce and support strengthening diversity in related fields. Finally, Lambeth's collaboration with RAFT provides school-aged children with knowledge about Net Zero and building retrofits, building curiosity and interest in green skills, and broader climate literacy, from an early age. To-date, Lambeth, in partnership with RAFT, has created access to the Schools Engagement Programme for 53 teaching staff, 74 students via workshops, and around 900 students via assemblies.

Non-residential buildings

- 2.24 Lambeth Council also continues to deliver its ambitious non-residential retrofit programme improving energy efficiency and reducing carbon across a range of building types and uses. In 2021, the Council initiated its schools retrofit programme across 21 schools. 15 of those schools have had their works complete, six are expected to be completed by the end of this financial year and a further 10 schools are underway with works expected to be completed by July 2024. In addition to the school's programme, the Council is also undertaking retrofit works on the Streatham and Clapham Leisure centres. This includes the installation of air source heat pumps, more efficient Light Emitting Diode (LED) lighting, and solar Photovoltaics (PV, meaning energy from

light) to generate onsite electricity. Alongside the capital works programme, the Council is developing a programme of training and support to enable building users to effectively manage these new installations.

- 2.25 The Council is also installing a ground source heat pump in Brockwell Hall as part of the wider restoration works. Historic, listed buildings such as Brockwell Hall present particular challenges as regards heat decarbonisation, with the need to strike a delicate balance between conservation and carbon emissions. Lambeth is demonstrating that it is possible to overcome these hurdles, decarbonising Brockwell Hall as a showcase example that will provide valuable lessons for custodians of heritage assets throughout the United Kingdom (UK).
- 2.26 The above works are anticipated to reduce around 2,710 tonnes of carbon per year, this is equivalent to taking off 1,613 cars off the road for a year. Performance of the energy efficiency measures will be monitored and verified for three years after installation to ensure equipment is achieving the desired energy savings.

Energy planning

- 2.27 The Government is currently consulting on a new approach to the development and implementation of heat networks. Heat networks supply heat and hot water from a central source to consumers, via a network of pipes. They currently provide about 3% of total UK heat, with analysis showing the potential to provide up to 20% 2050. Under the proposed zoning approach, central and local government will work with industry and local stakeholders to identify and designate areas of England where heat networks are expected to be the lowest-cost solution to decarbonising heat. Heat network zoning is expected to significantly increase private sector investment in the sector by removing the barriers which currently limit the pace of developing large scale heat networks. There are a number of existing heat networks in Lambeth, at Clapham Park for example, and officers are investigating how best to harness and promote the opportunities provided by new legislation.
- 2.28 To further understand electricity grid constraints from electrification, Lambeth commissioned Element Energy to model increased electricity demand across Lambeth, Southwark, and Lewisham. The results of the modelling indicate that peak demands across the three boroughs are expected to increase by 130% from 646 megawatts (MW) in the base year to 1,488 MW in 2030, leading to a total reinforcement cost of £643 million. This is primarily driven by the electrification of heat and transport, in particular, by unmanaged charging of small electric vehicles. However, where deep retrofit and flexibility measures are deployed in parallel, the peak demand increase can be reduced by 343 MW to 72% above the baseline value. The analysis underscores the importance of advancing flexibility and retrofit measures.
- 2.29 Lambeth is also part of a wider initiative led by the Greater London Authority (GLA) to create sub-region local area energy plans. Local area energy plans (LAEP) examine all aspects of the energy system from generation, transmission to the end users, it considers technical and non-technical constraints across sectors (heat, electricity, transport) as well as physical requirements, policy and economic incentives. Modelling of different decarbonisation scenarios, data and insights, and borough specific actions and recommendations will be produced by June 2024.

Transport

Low Traffic Neighbourhoods

- 2.30 Low Traffic Neighbourhoods (LTNs) are one of the most effective tools available to the Council to deliver on our CAP commitment to reduce traffic by 27%. This is a very challenging target and would represent 110 million fewer vehicle miles being driven on Lambeth streets per year by 2030.
- 2.31 The first five LTNs delivered during the Covid response, have now been made permanent. This includes Ferndale, Railton, Oval to Stockwell, Tulse Hill and Streatham Hill LTNs. The cumulative impact of these schemes has included a reduction in motor traffic levels within the LTNs of 46%. When looking at traffic flows both within the LTN and on the boundary of the LTN areas, there has been a recorded 10% reduction in motor traffic levels. This equates to 40,000 fewer vehicles recorded per day.
- 2.32 LTNs in Lambeth have also been shown to reduce car usage by those living within LTNs themselves, as evidenced by research conducted by the University of Westminster (link in background documents). Lambeth took part in pioneering research where vehicle mileage data was mapped against registered postcodes. The research showed an over 6% reduction in car usage within LTNs compared to outside of LTNs, again showing that LTNs help shape our network in a way that supports our response to the climate emergency.
- 2.33 Due to the success of these schemes, 2023 has been a year of transition from trial designs and materials to permanent layouts that embed schemes as an integral part of the local street. This has been an opportunity to maximise the benefits of the Low Traffic Neighbourhoods and to enhance local streets. Examples include the newly designed Shakespeare Road, St Matthew's Road or Albert Square including seating, increased biodiversity and a safer, accessible street scape. This demonstrates the opportunity for LTN filters to act as a focal point for wider place making. The photos show St Matthews Road between 2019 and 2023, where the traffic filter has now been integrated with a Sustainable Drainage System and extensive planting, and example of the Councils integrated approach to creating healthier, more resilient streets.



- 2.34 Designs are being drawn up for Streatham Hill and Tulse Hill LTNs, and the conversion of temporary traffic filters to permanent design and wider public realm improvements.
- 2.35 In October 2023, two new trial LTNs were introduced in the Brixton Hill and Streatham Wells areas. Enforcement of these schemes began on 11 November 2023. Development of the West Dulwich Street Improvement scheme continued through 2022/23.
- 2.36 Brixton Hill LTN trial launched on 4 September 2023 and consists of nine traffic filters, including one existing filter. Seven of the traffic filters are camera-enforced and restrict motor vehicles from passing through, except vehicles with dispensations. The two remaining filter uses physical

measures to restrict all motor vehicles from passing through. The area is bound by A23 Brixton Hill, A205 South Circular, Kings Avenue, and Acre Lane.

- 2.37 Brixton Hill LTN was identified as a priority for delivery based on the outcome of the Transport Strategy Implementation Plan Low Traffic Neighbourhood Plan. Residents and Councillors also expressed concerns about speeding, rat-running, and dangerous driving in the area. Concerns have also been raised around road danger as part of the Brixton Liveable Neighbourhood engagement in 2019. Most roads in the Brixton Hill LTN area are local roads not designed for high volumes of traffic. However, traffic data from 2019-2022 showed high levels of through traffic, especially on Lyham Road, Dumbarton Road, and New Park Road. Lyham Road forms part of the borough's adopted Healthy Route Network connecting Streatham to Clapham. To meet the Healthy Route criteria, motor vehicle traffic must be separated or sufficiently low so that people walking, cycling, wheeling, or scooting the route are comfortable and safe. Traffic on Lyham Road was approximately 3300 motor vehicles per weekday (as per traffic data collected in October 2022). Following the introduction of the LTN it is expected Lyham Road, along with all other internal roads in Brixton Hill LTN, will be suitable as Healthy Routes, even at the busiest times of day.
- 2.38 Streatham Wells LTN trial launched on Monday 23 October 2023 and consists of five traffic filters. All traffic filters are camera enforced and restrict motor vehicles from passing through, except vehicles with a dispensation. Three of the five traffic filters are bus gates, which allow for buses and licensed taxis to pass. The area is bound by A23 Streatham Hill, Leigham Court Road, and Streatham Common North.
- 2.39 Streatham Wells LTN was identified as a priority for delivery based on the outcome of the Transport Strategy Implementation Plan Low Traffic Neighbourhood Plan. Most roads in the Streatham Wells LTN area are local roads not designed for high volumes of traffic. Valley Road, Leigham Avenue and Sunnyhill Road form part of the borough's adopted Healthy Route Network connecting Peckham to Streatham. To meet the Healthy Route criteria, motor vehicle traffic must be separated or sufficiently low so that people walking, cycling, wheeling, or scooting the route are comfortable and safe. In the Streatham Wells area, two sets of traffic counts were done in November/December 2021 and September/October 2022 respectively. Moreover, two continuous counters were installed on Valley Road and Sunnyhill Road respectively from August 2021. Traffic data from these counters show that there are high traffic volumes on several neighbourhood roads, including Leigham Avenue, Sunnyhill Road, Valley Road, and Gleneldon Road, amongst others. Traffic data from The Floow indicates that during peak hours, more than 75% of motor traffic using Valley Road did not originate from or was not destined for the local area. Traffic speeds are also an issue on certain roads within the neighbourhood. Roads where the 85th percentile speed is in excess of the speed limit include Leigham Avenue (24.1 miles per hour (mph)), Culverhouse Gardens (26.2 mph), Valley Road (25 mph) and Valleyfield Road (23.6 mph).
- 2.40 Since the launch of the trial, there have been several other instances of part road closures due to emergency street works including, but not limited to, Thames Water, UK Power Networks and SGN. The Council has worked closely with the relevant organisations to expedite the works and minimise impacts.
- 2.41 The Council is meeting with Transport for London (TfL) on a regular basis to review the impact of the LTN on surrounding roads and on the bus network. Early data indicates there have been some adverse impacts on bus journey times since the trial scheme was launched. Based on experience from previous schemes, we know that it often takes several months, if not longer, for initial network impacts to settle down. This expectation is set out in the LTN Monitoring Strategy (included in the background documents of this report), which recognises that officers should only recommend adjustments, to make permanent, or to remove an LTN trial after it is given sufficient time to settle

in, and only based on robust data collection. The full positive impacts of an LTN, including the shift from non-essential private car use to other modes, do not happen overnight.

- 2.42 For both Brixton Hill and Streatham Wells LTN trials, Stage 1 (Initial Adjustment) monitoring has been undertaken in mid-February and the Stage 1 reports are being prepared with publication expected in mid-March.
- 2.43 Impacts of LTN schemes on air quality are assessed at Stage 2 when we expect the scheme to be settling down and closer to a 'new normal' in terms of traffic flows. We will be carrying out air quality modelling based on recorded traffic flows. This approach allows us to isolate changes in traffic flows from background changes that can significantly impact local air quality – for example wood burning, the weather or construction works. This air quality model will include detailed analysis of air quality impacts at sensitive sites such as schools and NHS sites.
- 2.44 Looking forward, the next round of Low Traffic Neighbourhoods for development was decided via a Cabinet Member Delegated Decision Report available in the background documents for this report. The locations selected include Myatt's Field, Slade Gardens, Stockwell Gardens, and Angel Town areas. These neighbourhoods were selected following a detailed prioritisation methodology which included a wide range of metrics: Relating to streets and local environment factors metrics included through traffic levels, road danger, deficiency in access to green space, poor air quality and high climate risk scores. Demographic metrics included prioritising areas with high deprivation, as scored by the Indices of Multiple Deprivation (IMD), notably the IMD score was weighed most highly, ensuring that LTN trials are prioritised in locations where they can support the boroughs commitment to tackling social and climate justice together.
- 2.45 Two key policy reviews are also underway relating to the LTN programme as a whole. The first is the development of an updated LTN monitoring strategy. The update will consolidate learning from previous LTN delivery, ensuring the strategy remains a useful and relevant one-stop shop that provides a clear framework for how the Council determines whether an LTN trial has been successful.
- 2.46 The second is a review of the exemption policy, which sets out which vehicles are eligible for an exemption / dispensation through certain traffic filters. The intention here is also to build on learnings from previous LTN trials, whilst also ensuring consistency where needed between other traffic filter schemes introduced as part of Healthy Routes or School Streets projects. The current policy is summarised below:
- Vehicles permitted through all filters:
 - i. Emergency services.
 - ii. Lambeth waste services.
 - iii. Special Educational Needs transport services.
 - Vehicles permitted through specific filters:
 - i. Blue badge holders.
 - ii. Taxis permitted through "Buses only" filters.
- 2.47 LTNs are part of the Council's wider approach to reduce traffic and emissions and create better places for all. A number of other related schemes are key to this including the 'Spine Route' project at Belvedere Road and Upper Ground which represents an £8 million capital investment in the South Bank. A trial is underway to reduce traffic in the area and works are due to commence in April 2024 on the pedestrianisation and transformation of Concert Hall Approach.

Kerbside Strategy – first year of delivery

- 2.48 The Climate Action Plan includes a commitment to use 25% of our kerbside space to support the climate resilience of our communities. The Kerbside Strategy is the document that sets out how the Council will go about doing this. This innovative strategy identified that at inception, only 6% of our kerbside was used sustainably, in practice this means the Council must create 110 kilometres (km) of new sustainable kerbside by 2030. There are four priority areas within the strategy:
- Enable accessible and active travel.
 - Create places for people.
 - Increase climate resilience.
 - Reduce traffic and emissions from transport.
- 2.49 The strategy also supports the delivery of various other CAP commitments by providing much needed street space for measures like the Adaptation CAP theme, and the Urban Forest Strategy. Notably, the strategy established that we will ensure up to 10% of Lambeth kerbside space can be used to support climate resilience.
- 2.50 The strategy has brought together various programmes from across the Council, including workstreams delivered by Resident Enabling Services such as controlled parking zones (CPZs). The strategy commits to borough wide CPZ coverage and defines clear principles for how we price for access to the kerbside based on the relative impact a use has.
- 2.51 The Kerbside Strategy was adopted at Cabinet in January 2023 and has been very well received from a wide range of stakeholders, and recognised as a positive step in reshaping the role of this vital space within our streets. The strategy was shortlisted for two National Transport Awards and won the Chartered Institute of Highways and Transportation's sustainability award.
- 2.52 Teams across the Council have been working to deliver the strategy, through a combination of existing programmes and a number of newly setup workstreams. In the first year of delivery over 9 km of new sustainable kerbside have been created. The proportion of sustainable kerbside in Lambeth is 10% as of January 2024. This is a significant achievement, and as relevant programmes continue to scale-up we expect to be on track to deliver on the 25% commitment made within the CAP by 2030.
- 2.53 The following sections include a detailed update on the first year of delivery, and should be read in conjunction with the Kerbside Strategy Year 1 implementation Plan, which can be found in the background documents section of this report.
- 2.54 Walking Routes: This is an integral component of the Year 1 Kerbside Strategy Delivery Plan, aiming to enhance the accessibility of current pedestrian routes for all and promote active travel. The Accessibility Working Group (AWG) identified critical points along two chosen routes where modifications could yield optimal benefits for disabled users. Feedback emphasised redesigning key junctions such as the St Cloud/ Hubbard/ Auckland Hill junction and implementing purposeful pedestrian wayfinding. The design adjustments were implemented to align with the received feedback.
- 2.55 Lambeth's first Kerbside Pricing Review took place shortly after adoption, and in April 2023 new emissions-based charges were introduced with all resident permits linked to the 13 emissions bands charged for Vehicle Excise Duty. The charges seek to encourage the use of vehicles that emit lower levels of carbon, in line with the Kerbside Pricing Principles and directly supporting the

Climate Action Plan. This cross-directorate working continues to expand, with climate and sustainability teams working closely with Resident and Enabling Services. The review is now part of an annual review of access charges for the kerbside, with further engagement now underway for introducing emissions linked charging to all permit types, the inclusion of Euro6 diesel vehicles in the diesel surcharge and the inclusion of a multi-car permit surcharge, with vehicle size also now under consideration.

2.56 The Big Shift workstream launched Lambeth's community parklets programme in April 2023, with delivery happening in phases against the "Creating places for people priority" of the strategy. Lambeth's Community Parklet Scheme, supported by the Big Shift Community Fund, will fund 25 parklets (one in each borough ward) created and maintained by residents and community groups in partnership with the Council. We currently have parklets being installed in the following wards:

- Brixton Acre Lane.
- Clapham Town.
- Brixton Windrush.
- Streatham St. Leonards.
- Stockwell West and Larkhall.
- St. Martins.

2.57 The Electric Vehicle Strategy formed part of the kerbside implementation plan and was launched in October 2023. The strategy sets out the boroughs approach to expanding the charge point network, recognised as an essential component of the Councils work to decarbonise transport. Notably, the strategy balances this with recognition that an outright transition to EVs is not sufficient, and that our priority remains delivering the 27% reduction in vehicle miles committed to through the CAP.

2.58 Dockless hire bikes and scooters also formed part of the year 1 plan and have now been extended borough wide. In 23/24, 191 new dockless parking bays were installed, with all bays placed within the kerbside. This equates to over 1.5 km of new sustainable kerbside. This also marks completion of a key Transport Strategy commitment to provide a shared bike service borough wide, recognising the significant cost involved in extending the TfL cycle hire scheme. Inclusive Design Principles have been applied throughout, and Lambeth now only provides parking spaces within the carriageway, reinforcing the expectation that scooters and cycles should be both ridden and parked in the carriageway. The transport strategy team continue to actively monitor challenges with dockless bikes, and regularly meet with TfL and service providers.

2.59 Secure cycle parking for residents is provided through Cycle Hangars, and in line with the Labour Manifesto 2022, the pace of delivery of hangars continues to grow each year. In total, we have delivered 416 cycle hangars, and are aiming to install 247 more cycle hangars in the 24/25 financial year. In August 2023, the cost of a cycle hangar space for residents reduced from £42 to £30 per year, which is less than a quarter of the cheapest car permit and means that a family of four will not pay more to park their bikes. Secure cycle parking is now cheaper than all parking permits, a key commitment of the Kerbside Pricing Principles where low emission, smaller transport modes are charged the least.

2.60 In June 2023, Lambeth hired its first Kerbside Strategy Programme Manager to coordinate, monitor and lead on various elements of the strategies delivery. The implementation of the strategy is varied both in scope and delivery approaches, with implementation coming from teams across the Council. A non-exhaustive list of projects that include the creation of new sustainable kerbside

include The Big Shift Community Parklets, Bike Hangars, Electric Vehicle Charging, Dockless bays, Streets Trees, Flood Risk, and Disabled Bays.

- 2.61 The strategy is ambitious and set a direction of travel up to 2030. With this there have been some inevitable challenges in this first year of delivery. Examples include the commitment to have a minimum commitment to provide two-metre footways and the impact this has on programmes like street trees.

Community Engagement and Inclusive Design

- 2.62 The Council's dedicated Community Street Design Team follows five core principles to engage with the borough's diverse range of stakeholders:
- Identify: Scoping out a project area, conducting initial research, identifying issues and opportunities with local people.
 - Design: Collaborative process working with local people to develop imaginative ideas that can be tested to improve the public realm.
 - Inform: Sharing clear information at regular intervals. Ensuring we are transparent on timelines and decision processes.
 - Empower: Upskilling individuals and community groups to take ownership of the development, use and maintenance of different projects.
 - Learn: Evaluating projects and ideas including through 'formal consultation'.
- 2.63 Our engagement aim is to undertake rigorous research to understand local priorities and concerns. Our objective is to reach as many people as possible to get a balanced representation of people living and working in a specific geographic area. Rather than large scale public meetings, the team have learnt that a more effective form of research involves smaller focus groups, meetings and one-to-ones where everyone is given equal opportunity to contribute and research questions remain focused. Surveys are part of the team's continuous and informal engagement strategy. We take all views into account, including the voices of underrepresented or vulnerable groups, rather than simply the number of responses, as would be the case in a referendum. Our analysis is therefore qualitative, as well as quantitative.
- 2.64 Since the Brixton Hill and Streatham Wells LTN projects started development in 2021, officers have carried out a very significant level of engagement and attended a large number of events and meetings. In Streatham Wells approximately 16,000 households (these received the SW FAQ booklet). 1,083 respondents on Commonplace. Active engagement in person with School children (146 drawings received) and Headteachers from within the LTN area, GPs, 14 ward Councillors and other key stakeholders and local groups including the Streatham BID. In Brixton Hill, approximately 8,000 households and 636 respondents on Commonplace. Active engagement has also taken place in person with schools within the LTN area, local businesses, ward Councillors and other key stakeholders and local groups.
- 2.65 This will continue in 2024. All engagement activities and key comments raised prior the trial implementations are summarised in the following reports which are available in the background documents section of this report:
- Brixton Hill Engagement Report: Period from November 2021 to August 2022
 - Brixton Hill Engagement Report: Period from December 2022 to February 2023
 - Streatham Wells Engagement Report: Period from 21 November 2022 to 8 January 2023
 - Streatham Wells Engagement Report: period from November 2021 to August 2022

- 2.66 To ensure an inclusive approach we have recently established an Accessibility Working Group (AWG). This group comprises individuals who possess a wealth of expertise by virtue of their personal experiences living with various disabilities. Their invaluable input will be instrumental in shaping Lambeth's transport schemes.
- 2.67 The AWG highlighted several tangible areas for improving proposed public realm designs. Design changes were made to ensure that there were no graphics on pavements or on crossing points. These spaces are to remain clear for visually impaired people to easily navigate them. Furthermore, we will ensure that much of the permanent seating has back rests and arm rests.
- 2.68 We know that women and girls use public space differently from men and boys, and experience higher levels of fear about their safety on the streets after dark. The Council's Transport Strategy and Violence Against Women and Girls (VAWG) team collaborated to promote and deliver an event targeting participant's experience of public spaces in the Stockwell and Slade Garden areas. Members of the community, including residents and practitioners from local women's services joined the event to share their views. This was the first of its kind in the borough. As with the AWG group, we aim to create a VAWG group to input on specific project areas and strategies.

3. FINANCE

- 3.1 There are no direct financial implications arising from the recommendations in this report.

4. LEGAL AND DEMOCRACY

- 4.1 There are no specific legal comments arising from this report.
- 4.2 There were no further comments from Democratic Services.

5. CONSULTATION AND CO-PRODUCTION

- 5.1 In making decisions and co-producing services, engagement is key. This section enables the consultation that has been undertaken to be highlighted. Include a summary of the views received from external and/or internal consultation.

6. RISK MANAGEMENT

- 6.1 Risks of projects under the Net Zero Programme are recorded in Programme Performance Information Management System (PPIMS) and reviewed every two months by the Net Zero Programme Board.

7. EQUALITIES IMPACT ASSESSMENT

- 7.1 This is not a decision report and as such there are no equalities impacts associated with the recommendations of this report.

8. COMMUNITY SAFETY

- 8.1 Not applicable.

9. ORGANISATIONAL IMPLICATIONS

- 9.1 No proposals are made within this report. An assessment of organisational implications will be included when specific proposals are produced.

Environmental

- 9.1 None.

Health

- 9.2 None.

Corporate Parenting

- 9.3 None.

Staffing and accommodation

- 9.4 None.

Responsible Procurement

- 9.5 None.

Good Quality Jobs with Fair Pay and Decent Working Conditions

- 9.6 None.

Quality Apprenticeships, targeted Employment for Lambeth residents and Lambeth Priority Group

- 9.7 None.

Reduce Emissions: Lambeth Council has a commitment to being Zero Carbon by 2030

- 9.8 None.

Single Use Plastics

- 9.9 None.

Positive Health and Wellbeing

- 9.10 None.

Other Offers (Innovation)

- 9.11 None.

10. TIMETABLE FOR IMPLEMENTATION

- 10.1 Not applicable.

AUDIT TRAIL

Name and Position/Title	Lambeth Directorate	Date Sent	Date Received	Comments in paragraph:
Councillor Rezina Chowdhury	Deputy Leader of the Council (Sustainable Lambeth and Clean Air)	20.02.24	23.02.24	Throughout
Nabeel Khan, Corporate Director	Climate and Inclusive Growth	20.02.24	28.02.24	
Venetia Reid Baptiste, Corporate Director	Resident and Enabling Services	20.02.24	04.03.24	
Rob Bristow, Director Climate, Planning and Transport	Climate and Inclusive Growth	20.02.24	28.02.24	
Sophie Taylor, Director of Housing	Housing	20.02.24	28.02.24	
Neil Fenton, Director of Resident and Commercial Services	Resident and Enabling Services	20.02.24	04.03.24	
Matt Dibben, Director Regeneration and Property	Climate and Inclusive Growth	20.02.24	20.02.24	2
Michael Munnely, Assistant Director of Infrastructure, Environment, Public Realm and Climate Change Delivery	Resident and Enabling Services	20.02.24	04.03.24	
Daniel Grantham, Finance	Finance and Property	20.02.24	21.02.24	1, 3
Greg Carson, Legal Services	Legal and Governance	20.02.24	21.02.24	4
Fiona Rae, Democratic Services	Legal and Governance	20.02.24	29.02.24	Throughout

REPORT HISTORY

Original discussion with Cabinet Member	13.02.24
Report deadline	28.02.24
Date final report sent	28.02.24
Part II Exempt from Disclosure/confidential accompanying report?	No
Key decision report	No
Date first appeared on forward plan	N/a
Key decision reasons	N/a
Background information	<p>Strategy Room Experience: strategyroom.uk/explore</p> <p>The Impact of 2020 Low Traffic Neighbourhoods report from the University of Westminster: The Impact of 2020 Low Traffic Neighbourhoods on Levels of Car/Van Driving among Residents:</p>

	Findings from Lambeth, London, UK Published in Findings (findingspress.org) LTN monitoring strategy Decision - Transport Strategy Programme: Phase 2 & 3 Capital Funding Lambeth Council Kerbside Strategy Year 1 implementation Plan Brixton Hill Engagement Report: Period from November 2021 to August 2022 Brixton Hill Engagement Report: Period from December 2022 to February 2023 Streatham Wells Engagement Report: Period from 21 November 2022 to 8 January 2023 Streatham Wells Engagement Report: period from November 2021 to August 2022
Appendices	N/a