



## OVERVIEW AND SCRUTINY COMMITTEE MINUTES

Tuesday 12 October 2021 at 7.00 pm

Committee Room (B6) - Lambeth Town Hall, Brixton, London, SW2 1RW

**Members Present:** Councillor Liz Atkins (Chair), Councillor Mary Atkins (Vice-Chair), Councillor Jonathan Bartley, Councillor Tim Briggs, Councillor Stephen Donnelly, Councillor Joshua Lindsey (Vice-Chair), Councillor Irfan Mohammed and Councillor Martin Tiedemann

**Apologies:** Councillor Marianna Masters

**Also present online:** Councillor Danial Adilypour, Councillor Nicole Griffiths, Councillor Joanna Reynolds

### 1 Minutes of Previous Meeting

**RESOLVED:** That the minutes of the meeting dated 14 July 2021 be approved as a correct record of proceedings.

### 2 Declaration of Pecuniary Interests

Councillor Martin Tiedemann declared that he was an investor in Brixton Solar One, a local energy cooperative.

While not a pecuniary interest, Councillor Joshua Lindsey declared that he worked for Transport for London.

### 3 Lambeth's climate emergency response: progress update

Hannah Jameson, Assistant Director Sustainable Growth and Climate Change Response, introduced the report to the Committee:

- The Council's climate change response had last been presented to Overview & Scrutiny a year earlier, and this report provided an update on progress made since then towards becoming net-zero by 2030.
- In the preceding 18 months, the Council had secured £14m in external grants, which had allowed work to start on climate mitigation projects such as retrofits, flood mitigation, Healthy Routes and Low Traffic Neighbourhoods.
- The Citizens' Assembly brought together 50 residents over the course of six weeks, hearing from experts and other assembly members, and resulted in a set of recommendations for the Council and its partners.
- The Council was in the process of developing a new Road Danger Reduction Strategy.

The Committee then heard from witnesses.

Councillor Joanna Reynolds addressed the Committee, stating that:

- She had been part of the Citizens' Assembly Working Party, and noted the success of the assembly. She had found that participants wanted to be involved in addressing climate change, both as individuals and contributing to organisations' plans.
- Major organisations as well as the Council needed to develop their own climate action plans.
- Residents should be encouraged to be involved in the development of the climate action plan, and the Council should provide resources for residents to find out how to reduce their carbon footprint.

The Committee then heard from Councillor Nicole Griffiths, who commented that:

- It was positive that the steering group was cross-party and involved young people, and she hoped that young people would be encouraged to continue their involvement.
- Actions to address climate change needed to be driven by fairness and inclusivity, and the impact on the most vulnerable during the transition to being a low carbon borough needed to be considered. A 'polluter pays' stance should be adopted where possible.

Claire Alleguen, Community Partnerships Specialist, Transport for London (TfL) provided the following information:

- The Mayor of London's Transport Strategy aimed to address the climate emergency through reducing car journeys, with the ambition of 80% of journeys being made by public transport or active travel by 2041.
- TfL worked closely with boroughs to deliver the aims of the Strategy, such as through TfL-backed schemes like Healthy Streets. All Healthy Streets schemes were tested to ensure improvements in air pollution and congestion, and the provision of green infrastructure was encouraged.
- Other interventions promoted by TfL included Low Traffic Neighbourhoods, and reallocating road space to pedestrians and cyclists, such as in Brixton Town Centre.

The following information was provided to the Committee by officers and the representative from TfL in response to questions:

- London Councils had done a London-wide analysis on the response to the climate emergency with regard to housing. Across London, directors of housing had agreed shared standards and a preferred approach.
- The Government was expected to publish its housing and heat programme imminently. This would likely provide only some of the funding needed for retrofitting.
- The Citizens' Assembly had suggested that the Council could use its regulatory

role with private landlords to encourage retrofitting of private rental properties.

- Street properties were harder to retrofit due to their smaller scale, and the Council had applied for government funding specific to street properties.
- The main risks facing the borough as a result of climate change were flooding, overheating and air quality.
- The Council had developed a new Surface Water Management Plan to assess and manage movement of water within the borough. Analysis on this had been completed earlier in the summer, and this would be used in intervention plans. Sustainable Drainage Systems (SuDS), as well as other interventions, were planned to be used more often to address surface water flooding.
- Increasing tree canopy cover was being explored as a method of reducing overheating.
- The climate action plan considered adaptation as well as mitigation.
- Guidance had been developed by the Greater London Authority (GLA) on whole life cycle carbon in housing, and this was reflected in local planning policy. The policy required the consideration of the carbon to be emitted through demolition, although this was significantly more difficult with older buildings.
- Under the GLA Act, Lambeth had to work towards the Mayor's climate change targets, although its own targets could be more ambitious.
- If a school decided not to install green screens, officers would work with the school to address any concerns and would give further opportunities to install them.
- The Societal Impact Framework was a corporate tool to assess the impact of decisions.
- Information on waste targets and comparisons with statistical neighbours could be provided to the Committee.
- Officers could provide information to the Committee on using Council assets and communications to alleviate the effects of climate change.
- The new Road Danger Reduction Strategy would be provided to Members once complete.
- Lambeth had adopted a pioneering approach to reducing road danger, but it had not translated into improved figures. The majority of the worst injuries were on the TfL road network.
- TfL's Safer Junctions programme was launched in 2017 to improve the safety of the 50 most dangerous junctions. As of May 2020, works on 41 had been completed and the remaining junctions were due for completion by 2024.
- The Council's emissions data for 2019-20 would be published shortly, and would include consumption data for the first time.

**RESOLVED:**

1. That all those involved in the Citizens' Assembly be congratulated for their

efforts.

2. That the findings of the Citizens' Assembly form the basis of the Council's carbon reduction action plan, and that the Council continue to involve residents in discussions on climate change.
3. That the Council does more to encourage reduction in household and business waste generation and to increase reuse and recycling in line with targets, through the use of incentives, penalties, improved communication and best practice from equivalent authorities and community reuse schemes.
4. That the Council prioritises the retrofitting of its most energy inefficient homes, particularly on-street properties.
5. That the option of incentivising private occupiers and landlords to improve the energy efficiency of their homes be explored, particularly through co-operative and community energy providers.
6. That the Committee be provided a strategic overview of how the Council and its partners work together on climate change mitigations and adaptations.
7. That details of the targets, outcomes and evidence for the interventions included in the report and action plan be provided to the Committee.
8. That the Committee be provided details of how the Council will continue to involve residents in the development of its carbon reduction action plan.
9. That details of the Communications Strategy and how it will be publicised to residents be provided to the Committee.
10. That the Committee be provided details of flood mitigation actions to be taken in the near future, including targets and expected outcomes.
11. That the Council works with partners, particularly Thames Water, to ensure that flooding is addressed in an adequate and timely manner.
12. That the Council's targets on transport emissions be clarified to the Committee and that a 2030 target for net zero emissions relating to transport be adopted.
13. That details of the forthcoming Road Safety Strategy be provided to the Committee, particularly regarding the involvement of young people in its development and the work of partners such as Transport for London and schools.
14. That the Committee be provided with details of the Council's current demolitions policy, the Mayor of London's guidance on demolitions and the Royal Academy of Engineering's proposals on a presumption against demolition.

#### **4 Low Traffic Neighbourhoods Commission: Draft Report**

Councillor Mary Atkins, Chair of the Commission and Vice Chair of Overview and Scrutiny Committee, introduced the item, explaining that:

- The Commission had been established relatively quickly due to the rapid introduction of Low Traffic Neighbourhoods (LTNs) under emergency Covid-19 legislation.
- The Commission heard from a range of witnesses, including two professors, the mother of the first person to have air pollution listed as a cause of death, and

others on both sides of the debate surrounding LTNs.

- The recommendations from the Commission focussed mainly on the monitoring of LTNs and how similar programmes could be implemented in the future to avoid some of the issues experienced with LTNs.
- Communications had been a key issue identified by the Commission. Research by the Local Government Association had shown that if a council was already trusted by residents, there was more trust in the rapid introduction of LTNs.

The Committee then heard from Dwayne Barnett, a local resident whose business was within a new LTN:

- He lived in Brixton and worked within one of the LTNs introduced in 2020. Business had been negatively affected by Covid-19, and combined with the new LTN, trade was down to 5% of previous levels.
- People came to Brixton from outside the local area, and many chose to drive. Businesses were struggling as a result of reduced passing traffic.
- His mental health had been negatively affected due to the impact the LTN had had on his business.
- Crime had increased in LTNs due to the quieter roads.

*During discussion of this item, the guillotine fell at 9.00pm. RESOLVED: That the meeting continue for a further period of up to 30 minutes.*

Councillors Irfan Mohammed and Nicole Griffiths, members of the Commission, then made the following comments:

- They thanked residents, businesses and officers for their engagement with the Commission.
- While many businesses had raised concerns regarding the introduction of LTNs, others viewed them more positively.
- Although the Commission had concluded, Councillors would still support businesses and residents.
- Some residents who had initially been against LTNs had changed their minds as a result of the positive impact on air quality and traffic.

The Chair then read out a statement from Councillor Jane Pickard, a member of the Commission, which stated:

- More exemptions to LTNs should be provided to disabled people and their carers.
- Disability groups, such as DASL, should have been consulted and engaged with from an early stage.
- There needed to be an acknowledgement that some problems caused by LTNs were greater than the benefits.

Councillor Danial Adilypour, Cabinet Member for Sustainable Transport, Environment and Clean Air (job-share) addressed the Committee, stating that:

- He welcomed the report and some of the Commission's recommendations were already being implemented.
- LTNs had been implemented quickly due to the requirements of emergency legislation, and it was important to reflect and learn lessons in an ongoing manner.
- Exemptions for disabled people would be considered before any trial LTN would be made permanent.

In response to questions from Members, Councillor Mary Atkins and officers stated that:

- The Council's Monitoring Strategy had published shortly after the introduction of LTNs to demonstrate how their impacts were being monitored, and independent consultants had been contracted.
- A range of indicators were being used to assess the impact, including traffic numbers, SCOOT data, bus journey times, emergency services response times, and other information. This would provide an objective, transparent assessment.
- In cases such as LTNs where there was clear conflict, external conflict resolution could be contracted, as officers and Members were not sufficiently trained in this.
- The Climate Assembly had shown that when people felt involved and listened to, it was easier to resolve differences.

**RESOLVED:**

To approve the report for presentation to Cabinet subject to consideration of the following comments:

1. That a strategic overview of the implementation of Low Traffic Neighbourhoods be conducted with a view to provide guidance on how similar interventions could be implemented in an evidence-based manner in the future.
2. That local people's feedback is listened to and that the Council proactively seeks to resolve conflict and disagreement amongst residents.
3. That the Council ensures that the needs of disabled people are met.
4. That the feedback and needs of individual businesses, particularly those negatively affected, be considered and responded to.
5. That communications be utilised effectively across the Council to ensure residents and businesses are aware of LTNs and any changes.

## **5 Work Programme**

Committee Members suggested the following areas for potential future scrutiny:

- The impact of the reduction of Universal Credit on residents.
- The outcome of court case, such as Macintosh Court and the legal challenge to the Cressingham Gardens development.

**RESOLVED:** That, subject to the comments above, the work programme and the status of actions (Appendix 1) be noted.

The meeting ended at 9.26 pm

CHAIR  
OVERVIEW AND SCRUTINY COMMITTEE  
Thursday 16 December 2021

Date of Despatch: Friday 19 November 2021

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