

For general release

REPORT TO:	Streets Environment and Homes Scrutiny Sub-Committee 17th December 2019
SUBJECT:	SUSTAINABLE CROYDON
CABINET MEMBER:	Cllr Stuart King, Cabinet Member for Environment, Transport & Regeneration (Job Share)
PERSON LEADING AT SCRUTINY COMMITTEE MEETING:	Shifa Mustafa, Executive Director of Place

CORPORATE PRIORITY/POLICY CONTEXT/AMBITIOUS FOR CROYDON:

The recommendations contained in this report aims to deliver against multiple priorities outlined in the Corporate Plan including but not limited to:

- *Improved air quality, especially at or near schools*
- *To increase resident engagement to*
- *Transport, digital and social infrastructures are effective and support economic growth*
- *Less reliance on cars, more willingness to use public transport, walk and cycle*

ORIGIN OF ITEM:	This item has been identified by the Streets Environment and Homes Sub-Committee as an area of Scrutiny.
BRIEF FOR THE COMMITTEE:	The Sub-Committee is asked to consider the update on the Sustainable Croydon agenda.

1. EXECUTIVE SUMMARY

- 1.1 This report is an update on the Sustainable Croydon agenda which was last taken to Cabinet in October 2019. That report asked for approval from Cabinet for the methodology of the Citizen's Assembly which is detailed below in order for a delegated decision to be taken by the Executive Director of Place.
- 1.2 This followed a report in September providing a summary of the Sustainable Croydon Summit 2019 on the 27th June where the Leader announced the intention to take a declaration of Climate and Ecological Emergency to Council. This was unanimously ratified by Full Council on the 15th July.

2. CLIMATE AND ECOLOGICAL EMERGENCY

- 2.1 Earlier this year, the IPBES published a report that indicated that around 1 million animal and plant species are now threatened with extinction, many within decades, due to the rise in global warming. This report came after the IPCC published their report stating that there is a very limited time left to reduce carbon emissions and stop many species, including coral, from going extinct.
- 2.2 Due to these reports, global concern rose and climate change came to forefront for communities across the world. Groups like Extinction Rebellion came together to raise awareness on the issue and encourage governments, world leaders and everyday residents to take action.
- 2.3 At the end of last year, the Mayor of London declared a climate emergency to avert an ecological breakdown that he says poses an existential threat to future generations and the UK government has committed to cut carbon emissions to net zero by 2050. At the time of writing this report, over 250 District, County, Unitary & Metropolitan Councils have declared climate emergencies across the UK.
- 2.4 Citizen's Assembly UK will be taking place from January to March 2019 to tackle climate change. This is an initiative set up by cross-party MPs that will look at what members of the public can do to reduce CO2.
- 2.5 Croydon is also taking steps to tackle the climate emergency but is also aiming to make the borough a more sustainable place.

Sustainable Croydon Summit 2019

- 2.6 At the start of the Sustainable Croydon Summit, which was opened by Shirley Rodrigues – Deputy Mayor for Environment and Energy for London – Councillor Tony Newman, Leader of the Council, declared a climate emergency. This was recognition from the Council that the damage to the world's climate had reached a state of crisis requiring urgent, significant action. We are at a critical point in time, where immediate change is necessary at an international, national and local level to ensure the best possible future for our community.
- 2.7 This emergency is not restricted to the severe impact upon our environment; it exists as a health problem as well, with many residents hospitalised by the poor air quality resulting from pollution. A radical agenda is therefore needed to create a sustainable borough to protect the people of Croydon. This agenda must have young people at its heart so that the needs of future generations are embedded into the borough's plans, but all of us have a responsibility.
- 2.8 In recognition of the need for ambitious and effective change, the Leader made the commitment to make Croydon Council carbon neutral by 2030 to ensure we take personal responsibility and react appropriately to this severe global issue. Further, the Leader also announced Croydon's ambition to become the leading sustainable green place in London to ensure we are doing all we can at a local level.
- 2.9 In the weeks after the Summit, Cabinet considered a report which was referred to Full Council and led to the official declaration of a Climate and Ecological

Emergency by the Council on July 15th. The report also committed to empowering businesses and residents to play their part in making Croydon the most sustainable borough in London.

- 2.10 Already, action has been taken to make Croydon a greener, more sustainable place:
- The Green Croydon Fund of £250k was announced at the summit - this annual fund provides financial support for projects, activities and initiatives that promote environmental protection, green living and a sustainable lifestyle in Croydon and link into the priorities identified in the Council's Corporate Plan. The fund launched on the 1st October 2019.
 - An increase in the recycling rate borough-wide by 9%;
 - A published five-year Air Quality Action Plan 2017 – 22;
 - More than 1,500 new bin installations all across the borough to revamp the system for waste collection;
 - The School Street Scheme which prohibits most vehicular transport at the start and end of the school day to improve air quality around schools in the scheme and protect children from the harms of air pollution;
 - The award-winning “Don't Mess with Croydon” campaign
 - A commitment to planting at least 3,500 trees between 2018 – 2023;
- 2.11 However, more must and will be done to ensure that the Council fulfils its commitment to becoming carbon neutral by 2030 and for Croydon to become a sustainable city. This will also tie into the Mayor of London's commitment for London to become carbon neutral by 2050.

3. CITIZEN'S ASSEMBLY

- 3.1 This report details the launch of a Citizen's Assembly in the New Year, of which the first theme discussed will be targeting Climate Change.
- 3.2 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. Using this method would ensure that the actions the Council takes in regards to climate change would be heavily influenced by the voice of residents.
- 3.3 Multiple Councils have undertaken Citizen's Assemblies after declaring climate emergencies to great success including Camden Council.

Recruiting Assembly Members

- 3.3 The Council is working with an independent consultant to deliver this Citizen's Assembly to ensure that the recommendations that result from the assembly will be independent and based solely on resident input.
- 3.4 In order for an assembly to come to a borough-wide consensus of opinion, members of the community have been recruited and entered into a pool where 70 residents will then be selected by the various aspects of Croydon across wards, and across groups that share protected characteristics to ensure they are representative of our borough's diverse communities. The aim is to retain

as many assembly members for all three sessions; only an average of 50 are expected to attend from the 70 invited.

- 3.5 Assembly members will be provided with £50 worth of vouchers from a selected retailer for each session they attend to encourage those selected to participate in all three of the meetings that are currently being planned. Members will need to attend all three sessions to receive the vouchers.

Assembly Meeting Management and Results

- 3.6 Participants that have been recruited to take part in the Citizen's Assembly process will be provided with pre-meeting briefings before each meeting to ensure that they are clear about what to expect before each session. This should also allow each member to take an active approach over the course of the assembly.
- 3.7 The content of the meetings will be co-designed by the independent consultant with the Council to ensure that the assembly members are:
- 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 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.
- 3.8 The meetings will be scheduled to take place over a 2.5hr slot during either evenings around the borough depending on the availability of assembly members to ensure most are able to attend.
- 3.9 The independent consultant will design deliberative activities to produce focussed outputs and summary reports after each event.
- 3.10 A final report will be produced after the last session which will include details of the whole process as well as summary outputs and a set of recommendations from the assembly members.

4. SUSTAINABLE CROYDON COMMISSION

- 4.1 The Council is working with the New Economics Foundation to create the independent Sustainable Croydon Commission to be brought to Cabinet in the New Year.
- 4.2 This commission is to 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.

- 4.3 As has been said from the beginning with 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 is currently consulting with stakeholders around the borough to form the proposal for a commission independent from the Council.
- 4.4 The current thinking is that the recommendations from the Citizen's Assembly will be used by the commission as a starting point for the commissioners to then form an action plan to make Croydon more sustainable. Strategy groups sitting under the commission which will likely be a mix of relevant officers, experts, businesses and residents could then begin to enact this plan.
- 4.5 However this is subject to change as the Sustainable Croydon Commission is still in development and the commissioners not yet appointed. Also to note, the commission is independent from the Council, so once appointed the commissioners will be expected to take part in setting the brief for the commission.

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 Summary of progress attached (Appendix 1).

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, which made up approximately 60% of the total waste capacity. A decision was made to increase the container capacity for households to recycle more whilst simultaneously reducing the capacity for residual waste.

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% currently. Less residual waste was presented per household and the amount of recycling significantly improved. This is particularly impressive given the population growth that the borough has experienced, and the Council has put on record its thanks to residents for their efforts to recycle more and their patience whilst the service was in its infancy. The increased recycling rate in 2018/19 puts Croydon on track to meet the target of 50% recycling by 2020.

6.5 **Recycling Week** - One year on from the new service commencement, Croydon marked the success already achieved and undertook a range of recycling activities for National Recycle Week (23-29 September 2019). This marked the success of the roll out and looked toward improving the recycling rate even further.

6.4 For National Recycle Week the South London Waste Partnership (SLWP) undertook advertising on the local tram network with promotional adverts to encourage residents to recycle and move away from single use plastics.

6.5 A new educational video 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. This campaign exceeded its target by 541%, the video has so far been viewed 81,397 times by Croydon residents.

6.6 **Schools engagement** - School educational talks play a significant part in achieving the target of 50%. Croydon has one of the largest populations of young people in London and we recognise that shaping their views at an early age will ensure that a sense of pride in their local environment will stay with them for life. There are also further benefits, as the messages these children

hear at school often form the basis for home work activities, creating further discussions at home with the message being passed on to parents, brothers, sisters and family friends.

6.7 To this effect there has been a rolling programme of educational talks to Croydon's schools. Since the service change there have been 18 assemblies where the team spoke to 7,347 pupils. The team will continue to engage with schools and provide waste and recycling talks.

6.8 **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. There was a successful spring promotion that increased customer subscriptions substantially, bearing in mind the limited investment, and we are looking to replicate this again for 2020.
- **Expanding the service** - The team are looking at areas where the provision of recycling is not the same as kerbside due to different factors. This includes flats recycling and flats above shops. The aim of the project is to enable all residents in these harder to recycle location the opportunity to recycle at kerbside the same as households. By working with the contractor they will be trialling a range of solutions to over the challenges these locations pose.
- **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, nuisance, biodiversity and aid in improving air quality through tree planting. 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.

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. Many of Croydon highway trees however are significantly aged and will require removal and replacement in the very near future. A robust tree safety inspection is due to start in 2020. As part of this reduction of risk from trees it is envisaged that increased numbers of street trees may 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 numbers over the annual 650 trees is dependent on funding level from Urban Tree Challenge.

7.9 **The Mayor's Greener City Fund** – 80 no. trees; a successful application (received July 2019) for £20k to carry out tree planting in 7no. 'Sheltered' housing sites located in the north of the borough (refer to attached list) including Cherry Tree Green (Sanderstead), a community based project.

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.

7.8 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.

7.10 **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

- 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 also piloting the use of ground source heat pumps, a cheaper way of heating homes, on one of the council housing blocks.
- 8.3 The ground source heat pump at a council-owned block in New Addington will cut carbon emissions, help improve air quality, and save up to £300 per home per year on more than 40 households' heating bills. The project and aims to contribute towards a local target of cutting the borough's carbon emissions by 34% by 2025.
- 8.4 The heat pump works by extracting the natural heat stored more than 200 feet beneath the ground, and then piping it into residents' homes. Council tenants at the 10-storey block at will be the first to get the technology, which will replace the existing electric storage heaters.
- 8.5 As well as saving each home between £260 and £300 a year off their bills, the ground source heat pump is designed to cost less for the council to maintain than storage heaters. Removing electric storage heaters cuts enough carbon emissions equivalent to a 4,150-mile car journey. 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.

9. TRANSPORT

Electric Vehicle Charging Points

- 9.1 So far on-street there have been installed:
 - 20 Source London EVCPs, with 8 new in January 2019
 - 6 rapid charging points on Red Routes
 - 18 lamp column Ubitricity bollards, mainly in the north and west of the Borough,
- 9.2 Early 2020, we have planned for a further:
 - 50 Source London 'destination' charging points
 - 4 rapid charging points
 - 22 residential locations are being prepared as part of an Innovate UK funded trial with Vattenfall. Loughborough University and a consortium of 30 local authorities to use Virgin Media broadband cabinet power supply for EVCPs (up to 22kW) in residential streets
 - 20 in Fairfield car park.
- 9.3 We are in the process of developing a wholly new contract for the provision of 200-300 EVCPs in residential locations to achieve 400 public charging points by 2022.

Parking

- 9.4 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.
- 9.5 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.
- 9.6 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

- 9.13 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.
- 9.14 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 2 of emission-based parking charges will extend to all other permit types and also introduce a £50 p.a. diesel surcharge. Phase 2 commences on 1 April 2020. Phase 3 will extend emission-based charges to on- and off-street destination parking places. This is planned for 2021 and will be subject to a separate statutory consultation on a Traffic Management Order.
- 9.15 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.

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.
- 9.16 In line with our Air Quality Action Plan the Council has now implemented 8 School Streets, with a further 3 expected to be in place by the end of 2019. The 11 schemes cover 16 schools, which represents some 13% of all schools in the borough. It is planned to introduce a further 10 schemes in 2020/21 and 10 schemes in 2021/22, which will then reach about 33% of all schools in the Borough.

Cycling and Walking Strategy

- 9.17 We have programmes delivering segregated cycle routes, new routes on quieter streets and in parks, and improved signing on the existing London Cycle Network. Projects recently completed or nearing completion 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 route through Lloyd Park.
- 9.18 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 one project/programme (eg the Bedford Park scheme is a follow-on project connecting to the pedestrian/cycle crossing implemented on the Wellesley Road). Our more major proposals are now in design / development, with design options prepared for high quality infrastructure and improvements to the public realm to facilitate people walking and people on bikes as a combined 'Healthy Streets' approach on the Brighton Road from the Town Centre to Purley as and we are beginning work with TfL on design options for the Purley gyratory. A similar design approach to design development is being taken along the Mitcham Road and London Road Corridors including working with TfL at the Thornton Heath Pond gyratory and Lombard Roundabout (see below).
- 9.19 Our Liveable Neighbourhood designs include ambitious proposals to help pedestrians and cyclists at the Old Town Roundabout and to help them along and across the Roman Way and Old Town.
- 9.20 We convinced TfL to include a redesign of the Lombard Roundabout in its Better Junctions programme. We then supported a TfL bid for the Roundabout to the Department for Transport's Major Road Network funding programme. The Roundabout has been accepted into the DfT programme. What started as a £2m project to improve conditions for walking and cycling at the Roundabout, now has the potential to access much more funding from the DfT.

- 9.21 Last year we extend 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 so far), out onto the public highway. So far we have installed 5 on street. The next tranche is twenty more. This will be a continuing programme responding to residents' need/demand.
- 9.22 The summer saw a trial of electric 'Lime' dockless hire bikes in Croydon. Following a review of operations, with winter coming (and the weather and daylight changes) and the inability to negotiate memoranda of understanding with borough councils in southwest London, Lime decided to suspend their e-bike trials in South London (Croydon, Sutton, Bromley) from 14th October with the possibility to return in the Spring. There were some issues including some bikes being left in unsuitable locations. We are working with London Councils on a pan-London bylaw to enable better manage the parking of dockless bikes on the public highway. We are also in discussions with other operators regarding coming to Croydon.

10. OTHER CONSIDERATIONS & WORK IN PROGRESS

Planning system and how it encourage and protects diversity & eco matters

- 10.1 For all Major Planning Applications the Highways Team as Lead Local Flood Authority (LLFA) ensures that developers have carried out a surface water drainage assessment and are able to demonstrate that the proposed development makes use of sustainable drainage systems (SuDS) and will not create an increased risk of flooding from surface water to the development site and the surrounding area.
- 10.2 The LLFA ensures that Drainage Strategies from developers are carried out in accordance with the London Plan 2016 and the Sustainable Design and Construction Supplementary Planning Guidance (SPG), the National Planning Policy Framework (NPPF) and the Planning Practice Guide (PPG) and the adopted Croydon Local Plan (2018). All development are expected to make use of SuDS and give preference to infiltration over discharge to a watercourse, which in turn is preferable to discharge to surface water sewer. Further, the design of the proposed drainage system should also adhere to the Defra Non-Statutory Technical Standards (NSTS).
- 10.3 Our crossover procedure specifies that the hard standing for vehicles should be permeable so that it allows as much rain water as possible to permeate into the subsoil below.
- 10.4 We also protect our verges to ensure biodiversity can thrive within them and have committed to increasing the amount of new trees in Croydon to protect diversity and improve ecological opportunities.
- 10.5 We also undertake bat surveys on our highway structures to assess if bats are present and to protect them.

Disinvesting in fossil fuels from our Pension Fund

10.6 The current investment Strategy of the Pension Fund, as agreed by the Pension Committee in September 2018, has this to say about fossil fuels:

The Fund will only invest in investments with a strong environmental, social and governance (ESG) policy that includes no tobacco investments. The Fund will disinvest from existing fossil fuel investments in a prudent and sensible way that reflects the fiduciary responsibility due to stakeholders. Furthermore, where this is consistent with the agreed investment strategy, the Fund will invest in assets that positively address these issues. Examples of this approach include investing in renewable energy projects, screening out regional markets where there might be issues with modern slavery, and looking to explore opportunities to contribute to and invest in the Borough.

10.7 The value of the Fund's investments as at the end of September was approximately £1,330m. In line with a general movement across LGPS funds, this authority has moved away from fossil fuel investments and towards asset classes that are positively engaged with ESG issues.

10.8 The Fund is now invested in the following asset classes:

	£m	% of fund
Listed equities	560	42
Fixed interest	300	23
Property	180	13
Infrastructure	160	12
Private equity	120	9
Cash	10	1
TOTAL	1330	100

10.9 Currently, the Pension Committee are actively reviewing the Pension Fund portfolio of assets to ensure that it is consistent with this strategy.

Construction Logistics & Consolidation Activity

10.10 £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

10.11 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.

10.12 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 proved holding areas that if a site cannot accept delivery the driver can wait in this designate areas until the site can accommodate the vehicle thereby reducing the vehicle's carbon footprint by having to circle the site using the Croydon roads.

10.13 Thus, after over 2 years of construction activity, we have not experienced any serious accidents involving construction traffic, which is well below the national and London statistical averages.

11. CONCLUSION

11.1 While Croydon Council has declared a Climate and Ecological Emergency and will be holding both a Citizen's Assembly and a Sustainable Croydon Commission to tackle this, the Council has not been idle as shown by this report.

11.2 This issue is not just a Council issue, however, and will require the input from residents, young people and businesses to truly make Croydon a sustainable city. Already the Council is working closely with City Hall and partners to make this a reality.

11.3 We look forward to working with our residents over the coming years to make lasting and holistic change in our borough.

CONTACT OFFICER: Yasmin Ahmed, Senior Strategy Officer

BACKGROUND DOCUMENTS: None

APPENDICES: Appendix 1 – Air Quality Action Plan Table 2018 - 19