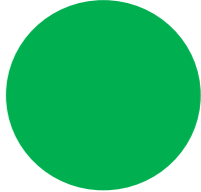
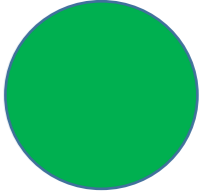
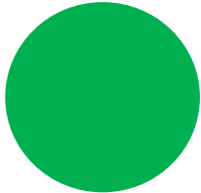
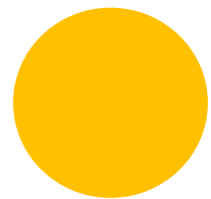
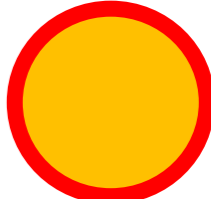
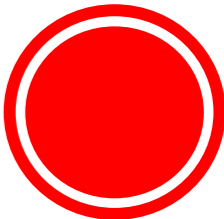
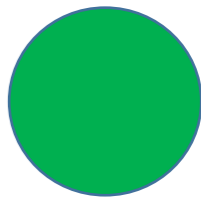


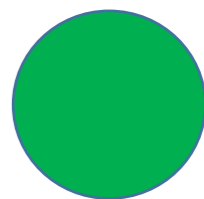
Climate Action Plan – Places Actions

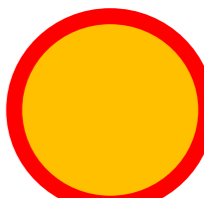
The below tables provide an update on the Immediate and Programme Developments of the Climate Action Plan and provides a short comment to justify the selection of progress status. This information will be expanded upon in the panel session but is intended to inform discussion and thoughts prior to the session.

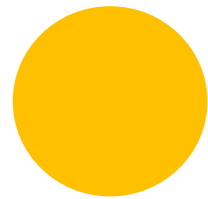
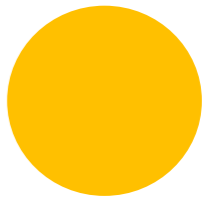

CAP Immediate Action – From or by 2020 unless otherwise stated	Status of project: E.g. 1) Action not commenced 2) on track for delivery/barriers to overcome 3) delivered/ongoing delivery. Followed by comments detailing information and/or progress of the action.	Progress
<p>Continue to regularly review and amend parking permits and prices to reflect the climate emergency and roll out Electric Vehicle (EV) charging points across Camden in line with the EV Action Plan.</p>	<p>Project Status: On track for delivery</p> <p>Project Summary: In April 2020 new, and higher, carbon-emissions based charging tariff levels were introduced for residents parking permits, following prior engagement and approval exercises, to incentivise a reduction in car ownership, and uptake in lower-carbon vehicles across Camden.</p> <p>From November to December 2020, an engagement exercise was undertaken on proposals to introduce carbon emission-based charging to paid for parking, doctor and car club permits to encourage a switch to low carbon emission vehicles. A draft report considering responses received to this exercise and setting out recommendations for Cabinet’s approval has now been prepared and will be submitted to Cabinet in February 2021. If the proposed changes are approved, implementation is planned from 1 April 2021 onwards.</p> <p>In relation to EVCPs, this financial year (2020/21), we have so far installed 159 lamp column charge points and we are currently in the process of installing 8 rapid charge points. Next financial year (2021/22), we plan to install 189 fast charging points from a combination of sources (Source London, ORCS and the STEP trial).</p>	
<p>Increase the number of segregated cycle routes in Camden as identified in the Camden Transport Strategy.</p>	<p>Project Status: Delivered/ongoing delivery</p> <p>Project Summary: In 2020 we have more than doubled the length of segregated cycle network in the Borough, opening over 1km of segregated cycleway a month, with over 21km of such network now in place in total. We have plans to open a further 10km of segregated network in 2021, of which 8km is already under construction.</p>	
<p>Develop a new Biodiversity Action Plan for Camden as identified in consultation with the community.</p>	<p>Project Status: On track for delivery of Biodiversity Strategy, Action Plan in development</p> <p>Project Summary: We opened a consultation on Commonplace in August 2020, and a draft of the Biodiversity Strategy is currently being finalised for public consultation. This Strategy sets out the process we will be following, our vision and objectives, while also providing background informal on the ecological emergency and advocating for individual action. Publication of the strategy will help to build an action plan and local nature recovery consistent with the Environment Bill, including the Nature Recovery Network – a major government commitment to restore and enhance the natural environment.</p>	

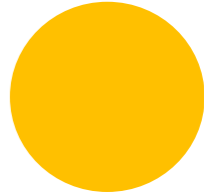
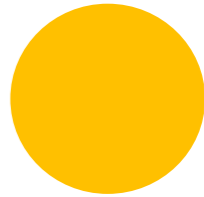
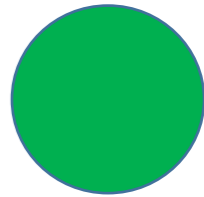
	<p>The impacts of the pandemic, and restrictions to public engagement and reduced resources, resulted in the detailed Action Plan element of the strategy being delayed, but development of this is underway and will be informed by the recent Commonplace consultation and forthcoming consultation on the overarching Biodiversity Strategy.</p> <p>It is expected that the initial Action Plan will be launched in Summer 2021. The plan will be reviewed by the Scrutiny committee in March 2021.</p>	
<p>Ensure all new planning frameworks require developments to be zero carbon (as per London Plan Definition) and target reductions in the embodied carbon emissions of the development.</p>	<p>Project Status: Implemented – ongoing action</p> <p>Project Summary: Planning frameworks and briefs provide guidance for specific sites and areas of Camden. This is where we expect significant development and growth to happen. These documents provide additional and more specific policy and place-based guidance to support the Local Plan to help guide development. They are an important consideration when the Council assesses planning applications.</p> <p>In July 2020, the Kentish Town Planning Framework was adopted. The framework sets out a vision for an innovative and sustainable mixed-use new neighbourhood with industrial, commercial and creative activity, alongside high-quality homes that support a diverse local community. A core development objective of the planning framework is for the development to ‘deliver a Zero Emissions Neighbourhood’.</p> <p>The development will be zero carbon in operation, as assessed via planning policy, and emit no local combustion-based pollutants such as vehicle exhaust emissions and combustion-based heating systems (e.g. gas boilers and CHP). The carbon dioxide emissions resulting from the construction process and materials are also of key consideration, and developments will be expected to calculate whole life-cycle carbon emissions and demonstrate how they are being reduced.</p> <p>The Kentish Town Planning Framework is Camden’s first zero carbon planning framework and sets a strong precedent for future planning frameworks.</p> <p>In addition to Camden’s Planning Frameworks, Camden’s Planning Guidance on ‘Energy efficiency and adaptation’ was also updated in 2020, with a full review due to take place once the New London Plan has been published.</p>	
<p>Support the delivery of community-led local road closures and car free days by simplifying the application process and designing a new ‘How to guide’ with the local community; a toolkit and materials to simplify the application process.</p>	<p>Project Status: On track for delivery/barriers to overcome</p> <p>Project Summary: Play Streets road closures will be incorporated into forthcoming “Safe & Healthy Streets” schemes and elsewhere where requested.</p> <p>The ‘how to’ guide for Car Free Day was completed in 2020, however the launch of this was postponed owing to the pandemic and virtual celebration of the event. Encouragement of road closures and street parties in Camden directly conflicted government guidelines to ‘stay at home’ and social distancing guidelines in place at the time. The guide will hopefully be launched this coming Car Free Day, on 22 September 2021. View the guide here.</p>	

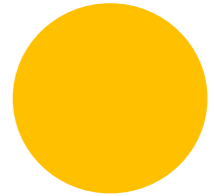
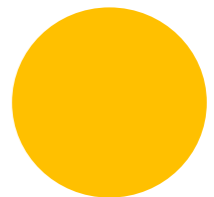
<p>Trial the closure of Camden High Street to traffic around the market with a view to permanent closure.</p>	<p>Project Status: Action delayed as a direct result of Covid-19</p> <p>Project Summary: A number of traffic restriction schemes have been progressing well in the borough in the last 12 months, despite the closure of Camden High Street being put on hold due to the complexities of delivering on this action during the pandemic.</p> <p>As part of Camden’s ongoing commitment to deliver its Low Emission Neighbourhood (LEN), Camden has delivered the Arlington Road Low Traffic Neighbourhood (LTN), whereby motor vehicle traffic is restricted through road closures to prevent rat-running’ in residential areas. Similar vehicle restrictions have also been implemented at Prowse Place and Buck Street. An additional focus has also been placed on restrictions around Schools, with the introduction of a new Healthy School Street on Crosland Road and four new restrictions implemented at Holy Trinity St Silas School.</p> <p>The Council also continues to seek ways in which to engage with partners and the Camden Climate Change Alliance, with help from the Sustainability Team, will be hosting an event at the end of February to encourage businesses to support the delivery of the LEN through a reduction in transport emissions and other emissions sources.</p> <p>For further information about all of the transport changes taking place in the borough please see here: https://www.camden.gov.uk/making-travel-safer-in-camden.</p>	
<p>Begin a programme to switch all street lighting to 100% LED by 2023.</p>	<p>Project Status: Ongoing delivery / On track for delivery</p> <p>Summary: The aim of the scheme is to reduce energy consumption, achieve maintenance savings along with carbon emission reductions. Camden are working under a three-year contract to replace approximately 7500 lamps into LED lamps. Installation started in June 2020 and as of 11/01/21 approximately 3300 lamps had been switched, as a result the project is planning to complete earlier than its contracted end date.</p> <p>In response to SSE tender commitments there have also been several social value measures that have been achieved. These include creating a new job for an adult learner with a Highway Operative Level 3 starting work on 2nd November 2020 at Hornsey Depot for SSE. Supporting LB Camden in lobbying for action on air quality in London by becoming a member of the Camden Climate Change Alliance.</p> <p>SSE have promised to provide 5,000 free low energy light bulbs for residents of Camden. As of June 2020, 1500 lightbulbs have now been delivered to Groundworks which will be delivered to low-income residents through our Well and Warm service.</p>	
<p>Deliver the Camley Street Sustainable Urban Drainage System (SUDS) project and continue to identify funding opportunities to improve Camden’s climate change resilience.</p>	<p>Project Status: Delivered – funding opportunities ongoing</p> <p>Project Summary: Sustainable drainage systems are designed to efficiently manage the drainage of surface water in the urban environment, as well as providing multiple benefits, such as to contributing towards building the place function of streets, increasing biodiversity and contributing towards better water and air quality.</p>	

	<p>Camden's flood risk modelling indicated that Camley Street is an area of elevated flood risk. In response to this, a SUDS scheme was designed to manage surface water in the area. Along the western kerb line of Camley Street, a series of bio-retention raingardens were installed split into a series of linked cells. The raingardens are designed so that runoff will then slowly infiltrate through the soil, grit and drainage stone layers into the ground below. The gardens can now successfully manage a 1 in 30 year rainfall event. The raingarden planting within the was completed in December 2020 signifying the completion of the scheme and will help to improve local biodiversity.</p> <p>In addition to the above, Camden is seeking funding from the Flood and Coastal Resilience Innovation Programme for a joint project a number of Local Authorities to investigate the impact of Natural Flood Management in urban open spaces. In addition to this funding, other funding opportunities will continue to be sought to deliver exemplary flood and climate change resilience schemes in Camden.</p>	
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CAP Programme Development Actions – From or by 2021 unless otherwise stated	Status of project: 1) Action not commenced 2) on track for delivery/barriers to overcome 3) delivered/ongoing delivery. Followed by comments detailing information and/or progress of the action.	
<p>Progress a Workplace Parking Levy by 2023 to encourage low-carbon transport choices, subject to the outcome of the current feasibility study.</p>	<p>Project Status: Barriers to Overcome</p> <p>Project Summary:</p> <p>In December 2018, officers received Cabinet approval to undertake a feasibility study into a Workplace Parking Levy (WPL) in Camden. In early 2019, Camden appointed a consultancy to develop a feasibility study in a WPL. This included a survey of businesses, the data from which would feed into a financial model to predict income from any proposed WPL.</p> <p>A feasibility study was completed, and the next step is to develop an informal engagement strategy to help define the business case. However, additional work is required to ensure data used to inform the feasibility study is still valid, especially considering the current financial strain on businesses, imposed by the pandemic, and behaviour change of office workers now working from home. The conclusion from the feasibility study was sufficient to proceed to the next stage, the development of an informal engagement strategy. Officers appointed another consultancy to verify and improve the data feeding into the financial model, and to assist with developing the engagement strategy. The additional surveys to accomplish this were to take place in spring 2020 and work has been paused as a consequence of restrictions due to the pandemic.</p> <p>Officers are now looking to continue development of the engagement strategy and to restart survey work once conditions are favourable to do so. A brief to this effect is due to</p>	

	<p>be delivered to the Director of Economy, Regeneration & Investment; The Head of Inclusive Economy; and The Director of Environment and Sustainability.</p>	
<p>Review and amend Controlled Parking Zone (CPZ) hours of control to restrict non-essential motor vehicle trips with priority CPZ areas reviewed by 2023.</p>	<p>Project Status: On track for delivery/barriers to overcome</p> <p>Project Summary: A study has been completed into identifying which CPZs should be reviewed next, in terms of their hours of operation, in order to meet multiple objectives including reducing carbon emissions from motor vehicle trips. Whilst that study was completed in 2020, no further CPZ reviews have yet taken place due to Covid-19 consultation restrictions in early-mid 2020, and thereafter resourcing constraints. It is expected to undertake CPZ reviews in prioritised CPZ areas from 2021/22 f/y.</p>	
<p>In collaboration with other local organisations and private landowners, increase the number of trees planted in Camden annually in line with Camden's Tree Policy.</p>	<p>Project Status: Delivered / ongoing delivery</p> <p>Project Summary: The council has forecast to plant 600 trees by the end of the planting season this year (March 2021), exceeding our current target of planting at a minimum of 400 trees per annum. These are planted across the borough on the highway, housing, parks and education sites. Previous years planting figures can be found on our website: https://opendata.camden.gov.uk/stories/s/Camden-Tree-Statistics/ad58-u6q7/.</p> <p>A planting strategy for the borough has been drafted and was presented to Culture & Environment scrutiny committee in November 2020. A copy of the draft can be found here: http://democracy.camden.gov.uk/documents/s92553/Tree%20Planting%20Strategy%20-%20final%20002.pdf. The Council are working towards agreeing the planting strategy by 1st March 2021.</p> <p>In addition to the above, following the Citizens' Assembly on the Climate Crisis and the start-up of Camden's Think & Do space in Kentish Town, a community-led project was sparked by the Citizens' Assemblies desire to see more trees planted in Camden's neighbourhood and a vision from the community to have 2025 trees planted in private spaces in the borough by 2025. Over 470 trees have already been planted through the initiative with the collective of residents continuing to engage with schools and other private landowners to continue greening the Borough.</p>	
<p>Extend nature conservative volunteers programmes to support with the maintenance of existing and new green space.</p>	<p>Project Status: Delivered/ongoing delivery – suspended due to Covid</p> <p>Project Summary: Camden nature conservation Green Gym is a partnership between The Conservation Volunteers and the Council. It provides opportunities for people to become active, be sociable and help manage habitats for wildlife, such as through tree planting, hedge laying, and meadow cutting, as well as providing training opportunities. https://www.tcv.org.uk/london/green-gym-london/camden-green-gym/.</p> <p>The Camden nature conservation Green Gym currently runs twice a week. We are currently exploring ways this can be expanded. The programme is currently suspended owing to the pandemic.</p>	

<p>Lead the delivery of transformational low emission transport projects in Holborn, Camden Town, Kentish Town and Frognal by 2023.</p>	<p>Project Status: On track for delivery/barriers to overcome</p> <p>Project Summary: Low emission transport projects – including closing roads to through-traffic, implementation of segregated cycle lanes and provision of alternative options for low-carbon transport (bike hangars, EVCPs, dockless bike hire bays etc) have been implemented across all these areas. This has included multiple projects in the Camden Town area and a Healthy School Street “Zone” in Frognal, which exempts electric vehicles.</p> <p>Full details can be found here: https://www.camden.gov.uk/making-travel-safer-in-camden. Most recently, £200k has been secured from TfL to continue the Holborn Liveable Neighbourhood project, for further feasibility work in 2020/21.</p>	
<p>Introduce planning policy to require all major developments to improve the biodiversity value of their sites.</p>	<p>Project Status: On track for delivery/barriers to overcome</p> <p>Project Summary: The council continues to implement Local Plan (A3), which incorporates policy on biodiversity and commits the council to improve opportunities to experience nature where they are lacking. Policy framework helps to secure biodiversity gains – especially on major schemes – where feasible and viable. This is not yet a ‘requirement’ because our policies need to account for national planning policy. The current version of the National Planning Policy Framework (NPPF, 2019) only goes so far as stating <i>opportunities to incorporate biodiversity improvements are encouraged</i>.</p> <p>In many developments it should be feasible to incorporate biodiversity enhancing measures, such measures could include biodiverse-rich landscaping, sustainable urban drainage systems, ‘species features’ such as bird and bat boxes, artificial roosts for bats, tree planting and green roofs and walls. The Council will negotiate the provision of biodiverse living roofs in all suitable developments.</p> <p>As part of the emerging Environment Bill, the Government is looking at how the inclusion of biodiversity improvements can be strengthened, potentially mandating net gains across all/most developments. This is something we would support but it’s unlikely that Camden could introduce such an approach before the national picture has changed (amendments to our planning policies policy must be agreed with a planning inspector).</p> <p>Planning policies will continue to be reviewed and respond to key changes, e.g. from the Environment Bill, as they arise.</p>	
<p>Increase the number of street closures around schools through the Healthy School Streets Programme.</p>	<p>Project Status: Delivered/ongoing delivery</p> <p>Project Summary: Since March 2020, the Healthy School Streets programme has been rolled out in a series of phases, using a set of criteria to assess which schools to prioritise. Camden currently has 18 schools covered by a Healthy School Streets in total, with 15 of those delivered in 2020 alone.</p> <p>This is expected to increase to approximately 30 by the end of the academic year 2021. A map of current and proposed future locations can be found here: https://www.google.com/maps/d/u/0/viewer?ll=51.54157415391855%2C-0.16348495368008198&z=14&mid=1qtwyI_XbFJBnXDR_O3DrvmrPK0DE8ZOI</p>	

<p>By 2022, create a 'Parklets' programme that enables residents to transform parking spaces into mini parks.</p>	<p>Project Status: In development</p> <p>Project Summary: A parklet is the re-purposing of a parking bay to create a shared space for people. Parklets can be used for a variety of functions (other than parking a vehicle in it). Examples include sitting, greening, growing, meeting, chatting, reading, playing, signposting, sharing information, relaxing, etc.</p> <p>Officers have put together a plan to identify and deliver three 'Parklet Prototypes', including the development of design guidance to underpin a Camden Parklet Scheme.</p> <p>Progress has been made in developing design guidance, working with Greening Leighton to progress their proposal for two Parklet to be created adjacent to existing skip gardens in Leighton Road, Kentish Town.</p> <p>Great Ormond Street Hospital has worked with students from Central Saint Martins to develop designs for a Parklet, taking a collaborative approach involving stakeholders and local residents. Students developed two concept designs focusing on providing a space for respite and relaxation for hospital staff and patients.</p> <p>It is then foreseen that pilot schemes will be launched in 2021. When these pilots are and complete and the outcomes are analysed, a Parklets programme and design guide will be developed for launch in 2022.</p>	
<p>By 2023, in conjunction with other London boroughs, publish a climate adaptation and resilience strategy.</p>	<p>Project Status: Options assessment</p> <p>Project Summary: Camden Council are working closely with London Councils and other London Local Authorities in developing a climate action plan and programme of works setting out the group's climate focus for a green recovery from the impacts of the pandemic. It is anticipated that the theme of adaptation and resilience will emerge from this work.</p> <p>The Greater London Authority have commissioned Bloomberg Associates to map social and climate vulnerability across London with the aim to identify areas of the city with high exposure to climate risks and large concentrations of vulnerable Londoners, to help inform and target policies and programmes to increase resilience and target those groups most at risk. It is thought that this research may form the basis of a climate adaptation and resilience strategy for London which Camden would seek to work with other local authorities and the GLA to develop.</p>	

Key

	Action not commenced
	On track for delivery / barriers to overcome
	Delivered / ongoing delivery
	Suspended or delayed due to COVID-19