![City Bridge Foundation logo]

Committee: Funding Committee of the City Bridge Foundation Board	Date: 10 June 2024
Subject: Bridging Divides: Possible (21893) - Making London a Greener City for All / Revenue Funding	**Public**
Report of: Sacha Rose-Smith, CBF Chief Funding Director	**For Decision**
Report author: Lydia Parr, Funding Manager	

Summary

Whilst this proposal can be considered under Delegated Authority, in consultation with the Chair and Deputy Chair queries were raised during the Delegated Authority process. Officers undertook to explore these queries in more detail and in response to the questions the report has been amended. As such the proposal is being referred to committee for further consideration.

Recommendations

It is recommended that the Funding Committee of the City Bridge Foundation Board, in the discharge of functions for the City Corporation as Trustee of City Bridge Foundation (charity reg. no. 1035628) and solely in the charity's best interests:

i)   Award Possible £496,515 over three years (£170,853; £153,473; £172,189) to contribute to the Get Shady Project Manager salary and the associated street tree project costs.

Main Report

Background

1. Possible is the operating name of The 10:10 Foundation, a registered charitable incorporated organisation (1157363). Possible is set up to promote sustainable development for the benefit of the public by the preservation, conservation and protection of the environment and the prudent use of resources; and to advance the education of the public in subjects relating to sustainable development and the protection, enhancement, and rehabilitation of the environment.

2. Possible encourages public engagement in climate action to drive forward rapid change. Possible works in four thematic carbon-cutting areas where people have the most agency and where there is a pressing case for emission reductions: where people live, getting around, getting away, and what people eat and buy. The two priority audiences are people with higher carbon lifestyles and the means to reduce them, and people under-represented in climate action, including marginalised communities. By delivering a suite of varied public-facing projects across the country, Possible engage people in creative climate action and build momentum towards a zero carbon Britain.

Current Position

3. In 2022, there were 3,271 heat related deaths in England and 387 in London[1]. The London Climate Resilience Review reported heatwaves caused widespread failure of green infrastructure including street trees. The extreme heat stretched water supplies, melted road surfaces, and caused disruptions to rail infrastructure. Social care, education and healthcare faced major disruptions across London[2]. 19 of the top 30 local authorities in the UK which have the most high-risk neighbourhoods to heat impacts are London boroughs[3]. A Friends of the Earth commissioned analysis found inner-city areas with fewer trees and green spaces were up to five degrees hotter in July 2022 than those with more tree cover and plant life[4].

4. With street trees considered to be the single most effective intervention to keep urban temperatures within manageable limits during heatwaves[5], the London Mayor has committed to increasing tree canopy cover by 10% by 2050[6]. Third sector organisations working in inner London boroughs (e.g. Street Trees for Living in Lewisham and Lambeth Living Streets) report major challenges identifying suitable locations for new street trees in areas with limited pavement space and lots of on-street parking[7] and more than 1 in 3 Londoners with a disability are unhappy at the quality of pavements in their local areas[8].

5. Research shows the availability, accessibility and cost of parking has a more significant impact on car ownership rates than costs like insurance and fuel[9]. Households in London without access to off-street parking are more than twice as likely not to own a car compared to households with off-street parking[10]. Local Authority parking provision plays a central role in determining overall levels of car travel into, out of, and within the boroughs.

6. In all four partner boroughs the large majority of private cars are stored on-street and 13-17% of road space is taken up by parked cars[11]. Urban parking policy is widely understood to be a key lever for city authorities to use to support a reduction in car miles and modal shift from cars to more active travel and public transport, in turn enabling climate goals to be met[12]. A 2023 evidence review for the Scottish Government in relation to their target to cut car miles by 20% by 2030 found that

[1] Heat mortality monitoring report: 2022
[2] London Climate Resilience Review
[3] Friends of the Earth: Who suffers most from heatwaves in the UK?
[4] New heat maps reveal cooling effect of trees and green space | Friends of the Earth
[5] Trees for Cities: How urban trees turn down the heat
[6] Tree canopy cover map
[7] UCL: Quantifying and Mapping Streetspace: a Geocomputational Method for the Citywide Analysis of Pedestrian and Vehicular Streetspace
[8] Making walking in London more inclusive

[9] Local Government Association (2020) Decarbonising transport - Climate smart parking policies / Climate change: what's carp parking got to do with it?
[10] TfL: Travel in London

[11] Reclaim the kerb: The future of parking and kerbside management
[12] Institute for transportation & development policy (2021), taming traffic: strategies to reduce driving and prioritize sustainable transportation in cities

reducing parking supply at city and neighbourhood levels specifically leads to a reduction in car miles driven and an improved modal split of local journeys[13].

7. London has a car mile reduction target of 27% by 2030[14]. On-street parking spaces are the only viable source of scarce public space available to repurpose for nature-based solutions and climate resilience (e.g. street trees and sustainable drainage systems), and other more sustainable modes of transport which require kerbside provision, such as bus and cycle lanes and micromobility parking.

Proposal

8. Possible is proposing to work with communities in progressive boroughs with traffic reduction targets to identify opportunities to convert on-street parking spaces to host new street trees.

9. The 'Get Shady' project will take a data-led approach partnering with the Active Travel Academy at the University of Westminster and the UCL Centre for Advanced Spatial Analysis to identify neighbourhoods where street trees in parking places will have the greatest impact. Possible will build relationships with local community groups in these areas hosting remunerated workshops to identify key target walking routes, working with local people to conduct summertime thermal comfort surveys on these routes, recording areas where temperatures are high, pavements are narrow, tree cover is poor, and the area dominated by on-street car parking. The communities' highest priority locations for replacing parking spaces with street trees (and other amenities e.g. seating, rain gardens) will be identified. Possible will liaise with the councils to shortlist sites for streetscape remodelling and work with councils and partners to grant-fund, crowd-fund, and plant new street trees.

10. Funding is requested for the Project Manager role and associated project costs of planting approximately 300 street trees over three years. As per Urban Tree Challenge Fund requirements[15], local authorities will cover 80% of the costs of tree purchase and planting, as such the request also includes a 20% match contribution. Possible will work with four partner boroughs Haringey, Lambeth, Newham, and Southwark across 24 neighbourhoods, six in each borough. The partner boroughs have been selected as all have clear ambitions to cut car use and reallocate car parking spaces.

11. Although there will be carbon reduction as result of the tree planting the aim of the project is to reduce urban temperatures via tree canopy cover therefore the outcomes of the project are focused on:

- The safety and comfort of residents when travelling in the streets.
- Community involvement in climate impacts and their locality.
- Air and noise pollution reduction.
- Road danger reduction.

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[13] ClimateXchange (2023) Reducing car use through parking policies: an evidence review
[14] London Net Zero 2030: An Updated Pathway
[15] Urban Tree Challenge Fund

12. The reduction in car use from the removal of on-street parking will also contribute to overall carbon reduction. The project is a learning piece which will result in a report on data-led analysis identifying the areas of London with the highest vulnerability to extreme heat impacts, lowest street tree cover and narrowest pavements, mapping this against political ambition to tackle excess car use and traffic and, for the boroughs involved in the project, against on-street parking provision.

13. Possible has excellent working relationships with the London Mayor's transport, environment and urban forest teams, and London's climate leader boroughs such as Camden, Hackney, Lambeth, and Waltham Forest. Possible are leading third sector authorities on and champions of clean air policies and low traffic neighbourhoods, with a deep understanding of the practicalities and challenges of delivering climate-safe street transformations. Its Parklets work helped inspire Lambeth's pioneering Kerbside Strategy, and its Parking Action Plan is being widely used to assess local parking policies against climate targets. As such Possible is the best placed organisation to deliver a project of this nature.

Financial Information

14. Possible held free unrestricted reserves slightly above policy of 4-8 months in the latest signed accounts 2022/23 and management accounts 2023/24. The drop in income in 2023/24 resulted from ending 2022/23 with relatively high levels of reserves, particularly restricted reserves, so the organisation budgeted to spend reserves down before seeking to increase income again in 2024/25. To ensure the organisation meets its reserves target in the future Possible is working to strengthen its pipeline of Trust and Foundation funding, treating the cultivation of new core trust and foundation prospects as a high organisational priority. The applicant is growing its pool of mid-level and major donors, with an emphasis on building out from existing networks, and using key moments like its involvement in Big Give match funding campaigns to identify and cultivate new donors. Although reserves appear to be below policy reserves forecast to be held in 2024/25 equate to approximately 5 months unrestricted expenditure. Nearly 90% of income is confirmed for the current financial year to June 2024.

Year end as at 30 June	2023 Signed Accounts £	2024 Management Accounts £	2025 Forecast £
Income & expenditure:			
Income	1,271,025	842,021	1,265,000
Expenditure	(1,311,262)	(1,317,970)	(1,407,701)
Surplus/(deficit)	**(40,237)**	**(475,949)**	**(142,701)**
Reserves:			
Total restricted	513,476	82,982	78,887
Total unrestricted	373,782	328,327	189,721
Total reserves	**887,258**	**411,309**	**268,608**
Of which: free unrestricted	365,515	320,060	181,454
Reserves policy target	208,013	224,103	285,737
Free reserves over/(under) target	157,502	95,957	(104,283)

Funding History

15. Funding history of Possible whilst previously known as The 10:10 Foundation.

ID	Type	Meeting Date	Decision
11801	Working with Londoners	07/05/2013	Withdrawn - An interesting proposal but is too formative a stage for your consideration. On advice from your officer, the organisation has decided to withdraw the application with a view to a new application under your new programme priorities once plans are further developed.
11125	Working with Londoners	19/03/2012	Rejected - The proposal is to help individual schools fundraise for solar panels and is therefore insufficiently focused on CBF's stated priorities.

Conclusion

16. As outlined in the Bridging London Strategy, CBF aims to be catalytic, sustainable and impact driven. To achieve its aim of being sustainable CBF committed to working with its networks and funding, and encouraging work that supports environmental education and responsibility, especially relating to climate action, air quality and clean water. This proposal falls under CBF's 'Environment and sustainability: creating a greener London' thematic area and was submitted specifically under the 'Revenue funding: making Londoner a greener city for all' funding strand. As part of the Bridging London Strategy refresh recently signed off by the Court of Common Council CBF embedded Equity Diversity and Inclusion and Climate Action as two cross cutting themes across the charity. This proposal is in keeping with both the Bridging Divides and Bridging London strategies. Over the last three years only 5.4% of funding awarded went towards environmental projects. This proposal aligns well with the Foundation's renewed commitment to Climate Action and tackling the climate emergency.

References

1. Heat mortality monitoring report: 2022
2. London Climate Resilience Review
3. Friends of the Earth: Who suffers most from heatwaves in the UK?
4. New heat maps reveal cooling effect of trees and green space | Friends of the Earth
5. Trees for Cities: How urban trees turn down the heat
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7. UCL: Quantifying and Mapping Streetspace: a Geocomputational Method for the Citywide Analysis of Pedestrian and Vehicular Streetspace
8. Making walking in London more inclusive

9. [Local Government Association (2020) Decarbonising transport - Climate smart parking policies / Climate change: what's carp parking got to do with it?](#)
10. [TfL: Travel in London](#)
11. [Centre for London: Reclaim the kerb: The future of parking and kerbside management](#)
12. [Institute for transportation & development policy (2021), taming traffic: strategies to reduce driving and prioritize sustainable transportation in cities](#)
13. [ClimateXchange (2023) Reducing car use through parking policies: an evidence review](#)
14. [London Net Zero 2030: An Updated Pathway](#)
15. [Urban Tree Challenge Fund](#)

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