

Environment Scrutiny Commission

Monday 27 November 2023
7.00 pm
160 Tooley Street, London SE1 2QH

Supplemental Agenda

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5. **Vehicle Footway Crossovers**

Dale Foden, Head of Highways, Highways Division, Environment, Neighbourhoods and Growth Department will present the enclosed report on Vehicle Footway Crossovers – commonly referred to as dropped kerbs.

Royal Horticultural Society report

‘Gardening Matters Front Gardens- Are we parking on our gardens? Do driveways cause flooding?’ is enclosed as background information.

Links to the following reports are also provided as background information:

<https://frontgardens.nationalparkcity.org/blog/britains-vanishing-front-gardens/>

<https://www.rhs.org.uk/communities/archive/PDF/Greener-Streets/greening-grey-britain-report.pdf>

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9.	EV plan Tom Sharland, Head of Climate Change & Sustainability, will present the enclosed Electrical Vehicle (EV) plan, which is presently out for consultation: https://consultations.southwark.gov.uk/environment-leisure/streets-for-people-electric-vehicle-plan/	9 - 24
13.	Sustainable Freight Review - Cross River Partnership Papers from an event held on 23 October are enclosed.	25 - 32
14.	Work Programme	33 - 40



Environment and Community Engagement Scrutiny Commission (Decommissioned 5 October 2023)

MINUTES of the OPEN section of the Environment and Community Engagement Scrutiny Commission (Decommissioned 5 October 2023) held on Wednesday 20 September 2023 at 7.00 pm at 160 Tooley Street, London, SE1 2QH

PRESENT: Councillor Margy Newens (Chair)
Councillor Graham Neale
Councillor Reginald Popoola
Councillor David Watson
Councillor Leo Pollak
Councillor Youcef Hassaine

OTHER MEMBERS PRESENT: Councillor James McAsh, Cabinet Member for Climate Emergency, Clean Air and Streets

OFFICER SUPPORT: Dale Foden, Head of Service - Highways, Environment and Leisure
John Wade, Head of Traded Services (Acting), Environment and Leisure
Julie Timbrell, Project Manager, scrutiny

1. APOLOGIES

Apologies were received from Councillor Cassandra Brown.

2. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

The chair took this opportunity to welcome two proposed co-opted members joining the Commission this evening, and for the rest of the administrative year (subject to formal confirmation by both the chair and vice chair of OSC).

The following proposed co-optees have been nominated by Southwark Nature Action Volunteers. A summary of their experience was outlined:

- Anna Colligan is a landscape architect experienced in ecological restoration, sustainable building and development, and de-paving for biodiversity. She has worked on local schemes, including landscape designs for Trees for Bermondsey, Friends of Burgess Park, and Southwark Housing/Flood Risk Management
- Simon Saville has a good knowledge of biodiversity, and is familiar with Southwark green spaces. He carries out regular surveys of the butterflies in Burgess Park, and monitors the biodiversity of other south London green spaces. He is familiar with Southwark's Nature Action Plan, the London Environment Strategy (2017) and the practicalities of Biodiversity Net Gain (BNG) and the Urban Greening Factor (UGF). He is well connected with Biodiversity Officers in South London, and with London Wildlife Trust (LWT), Greenspace Information for Greater London (GiGL, the biological records centre for the GLA area – he is on their Advisory Panel). He volunteers and is a trustee of the national charity, Butterfly Conservation, and also a trustee of the London Beekeepers Association and Wild Clapham (just starting up). He encourages people to explore, enjoy - and improve - the green spaces near where they live.

The chair explained that the co-optees have been invited to contribute their expertise to the Biodiversity review, in particular, but will be welcome to contribute to all areas of the Commission's work. They will be non-voting.

3. DISCLOSURE OF INTERESTS AND DISPENSATIONS

There were none.

4. MINUTES

The Minutes of the meeting held on 10 July 2023 were agreed as a correct record

5. REVIEW: BIODIVERSITY - LAMBETH COMMUNITY WEEDING

The chair introduced Jason Prentis, Environmental Outreach Project Manager, Lambeth Council, and explained he had been invited explain the borough's Community Weeding Scheme and Lambeth Council's work to go herbicide and pesticide free. The Community Weeding Volunteers' Manual is enclosed.

The chair invited him to present.

Lambeth in 2019 had a three a year contract to spay pavements with Glyphosate - like most councils. The council was approached by Incredible Edible to end

spraying and find alternatives to control weeds; however, Lambeth was in a contract, which would be expensive to exit so as a compromise the council agreed that streets and communities could opt out if residents would be prepared to do weeding. The council promoted this and were pleasantly surprised that 30 streets joined. Then during the pandemic, the council increased this to a 100 streets as people really enjoyed the neighbourhood aspects. After a further push the council reached 130 streets.

Following the success of this the council stopped spraying and now streets can opt in to the Community Weeding Scheme and leave the wild plants to grow throughout the spring and summer. Residents remove the species that can harm pavements (e.g Buddleia and Tree of Heaven) or be trip hazards . The scheme has been a big success and a botanist recently counted over 70 species including rare and endangered plants.

The chair invited questions and the following points were made:

- The council do intend to continue to promote the Community Weeding Scheme through publications and social media.
- Members commented that they liked the scheme and the associated community benefit.
- The Lambeth officer said one of the challenges was finding a contractor to manually weed the streets not community weeded.
- Lambeth is launching a kerb side strategy which is seeking to reclaim part of the paved area for cycle hangers and parklets.
- Members asked to what extent officers and residents have resisted or welcomed the scheme and how did you get people on-board. The officer said that people working for the council have been open to the change. He said that he had been on a journey from expecting tidy and clean - to valuing plants and diversity
- The officer went on to say that there have been fewer complaints from residents than expected. There are 700 neighbourhood champions who give feedback on fly tipping etc. but very little on this, other than helping more people to get involved.
- The officer was asked if the contact was more expensive as a member said that he understands that manual weeding is labour intensive. The officer said he has not been part of the tendering process; however, he offered to find out more.
-

RESOLVED

More information will be provided comparing the cost of manual weeding with spraying.

6. REVIEW: BIODIVERSITY - PESTICIDE ACTION NETWORK PAN UK

Nick Mole joined the commission remotely and presented the work of the Pesticide Action Network UK (PAN UK) PAN

He explained the reasons for ending spraying with glyphosate:

- Impact on human health with precautionary as there is evidence that people working with glyphosate are more at risk of Non-Hodgkin Lymphoma,
- Improves biodiversity for plants,
- Improves insects as they feed in plants,
- Runoff gets into water supply, which has to be cleaned,
- There is wide public support,
- There is an expected EU ban on herbicides and pesticides in public spaces.

The chair invited questions and the following points were made:

In response to a question on contracting cost Nick Mole said that over time there are savings after a possible spike in costs with the purchase of new machinery . Usually that are long term savings with less spraying and cutting This can certainly be cost neutral or cost negative.

Council officers are often keen to implement as they want to reduce exposure to hazardous chemicals . In terms of residents most people are in favour but people often do not feed back positively. The public interest and mood has changed in favour of reducing herbicide use and promoting biodiversity.

7. AIR QUALITY PARTICULATES: IMPERIAL UNIVERSITY**8. AIR QUALITY PARTICULATES: SUSTAINABLE TYRES**

Sam Cooper, Head of Operations, from ENSO Ltd presented on work to produce sustainable tyres, designed to reduce particulates.

He made the following points

- ENSO make better tyres for Electrical Vehicles (EV).
- EVs are very heavy, and use a highly level of torque. This means that tyres wear is higher, by 20 – 50% leading to potentially 2 to 3 billion extra tyres from EV per year.
- There is a problem with both production and disposal of tyres . It is a carbon intensive industry with some nasty chemicals used in production.
- Each tyre produces PM 2.5 and PM 10 plus road dust.
- It is estimated that 25% micro plastic in sea are from tyres .
- The solution to this problems include driving less and making tyres more durable , from better material that can be recycled.
- ENSOs trials comparing tyre and with budget manufacturers show a reduction of 35% in tyre wear . This work was done with London Freight Lab.
- ENSO would recommend a greater body of evidence is gathered, and noted that while pollution is huge issue it can be mitigated
- There is not a lot of regulatory pressure to improve performance. Pay per mile is being considered . In California regulations are most well specified.
- Emissions are from tailpipe, brakes and tyres.
- ULEZ 4 & 5 are focused on tailpipe emissions, while ULEZ 7 (due 2027) introduces particulate emissions set at a low-bar .
- Brakes will improve in as regenerative in EV .
- Improvements to driving skills is one the most effective measures to reduce particulates.
- The quality of the road surface also impacts on degradation.

The chair then invited questions and the following points were made:

- ENSO are working with electric taxis and delivery companies.
- ENSO tyres are made in Algeria. They use higher amount of recycled

material and incorporate more natural rubber .

- There is not trade off between durability and grip as with higher science these can both be increased
- The council could reduce particulates in its own fleet by focusing on driver behaviour by investing in training, and using higher performance tyres.

RESOLVED

The London Freight Lab report will be provided.

9. STREETS FOR PEOPLE

Councillor James McAsh, Cabinet Member for Climate Emergency, Clean Air and Streets, will presented with officer support from Dale Foden, Head of Service - Highways, Environment and Leisure, and John Wade, Head of Traded Services (Acting), Environment and Leisure.

The chair invited questions and the following points were made:

- The 10 % target to reduce cars is based on trends.
- Residents generally support the council acting on the Climate Emergency, however targeted engagement is often required to generate support for the operational measures that support the outcome of reducing carbon and improving air quality , such as the CPZ. Engagement by representative community leaders is often most effective.
- Electric bikes and scooters are supported. E scooters come under a London wide agreement, whereas bike agreements are arranged by individual borough. Southwark has an agreement with Lime and Human Forest. There are enforcement levers to prevent poor parking. The council want parking on road rather than pavement, and are looking at how to develop the same rules with different boroughs so the public can understand easily where to park. There is a problem with bypassing hiring which prevents enforcement.
- The council is consulting on how people want to their streets to look like, and decided to invite people to tell the council what they want as although there are constrained resources the council can use opportunities to utilise funding and act quickly if it is clear what people want.
- Officers are building a borough and ward maps by analysing data. There are layers – e.g cycling, walking, public transport.
- Herbicide has now been cut back to only using one spray so there are now more streets plants, but this seems to be supported by residents.

- Residents are waiting longer than 6 months for bike hangers, however over time the target is achievable, but presently the waiting list is 7800, so cycle parking provision requires a massive expansion . Officers are looking at other ways such as bike sheds on housing estates.

10. SOUTHWARK LAND COMMISSION

Councillor McAsh, vice chair of the Southwark Land Commission, presented the recent report circulated in the main agenda , which went to the 12 September cabinet.

The chair then invited questions and the following points were made:

- Members asked if the council ought to classify more green space as Metropolitan Open Land, and better links made to biodiversity/ carbon sequestration.
- The cabinet member said that food production was in the original brief however much of the community seemed a bit perplexed by this and it was not high up the agenda of commissioners.
- Members said that they looked forward to the Cabinet response and how social purpose and the trade off with revenue rising can be balanced.
- The cabinet member was congratulated on the report and bringing various stakeholders together

RESOLVED

A follow up report back will be provided in the New Year.

11. CABINET RESPONSE TO SCRUTINY REVIEW: FINANCING SOUTHWARK'S GREEN TRANSITION

The report was noted.

12. CABINET RESPONSE TO SCRUTINY REVIEW: RESIDENT PARTICIPATION FRAMEWORK

The report was noted.

13. WORK PROGRAMME

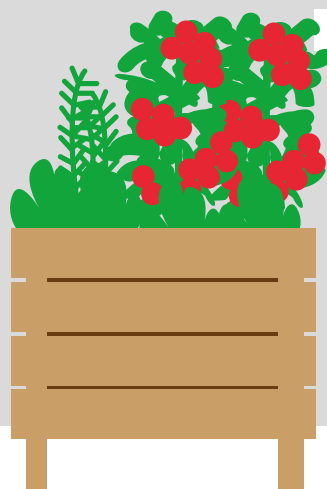
The work programme was noted.

Electric Vehicle Plan



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Vision for Electric Vehicles

The most impactful car journey is the one that isn't taken. In 2030 Southwark will be a clean, green and safe borough with fewer cars. Most journeys will be made by walking, cycling and public transport.

Some people might still need the support of a car to get around and make journeys. Most of these journeys will be made by an electric vehicle rather than a petrol or diesel vehicle. These journeys will be supported by an established electric vehicle charging network. It will be accessible in all parts

of the borough, both on-streets and in estates. The charging network will be fairly priced, accessible and cater for the different charging needs of cars, taxis and freight. It will not impact on or limit the majority of people who walk, cycle and use public transport for everyday journeys.



Delivering a new plan

In July 2023 Southwark adopted its Streets for People Strategy, setting out how we plan to transform transport in the borough by 2030. Central to Streets for People is recognising that whilst a minority of people drive in the borough, our streets are largely designed for driving and are subsequently dominated by motor vehicles. Our Streets for People strategy commits us to better using our streets to support the needs of all our residents and visitors, by creating more space for community interaction, for journeys, to support local businesses and enhance nature.

The majority of residents in the borough do not own a motor vehicle and the vision of Streets for People is to reduce the proportion of journeys by car further, from 21% to 13% by 2030, this will contribute to the Mayor's target of reducing overall traffic by 27% by the same date. The aim is also to reduce the number of vehicles owned by 10% by 2030, with an increased car club offer to support lower car ownership while still providing access to a vehicle. Those remaining vehicles should be driven less and be electric wherever possible; to reduce transport emissions is a key contributor to the council's Climate Change targets.

Whilst this plan focuses on electric vehicle (EV) infrastructure, we recognise that increasing walking, cycling and public transport in Southwark remains the key priority.

Where active travel, micro mobility and public transport are not possible, we would like to support residents and businesses to electrify their fleets, whilst also looking to green our own fleet. The council also recognises that essential fleets, such as emergency services vehicles, may make slower progress towards lower emission vehicles.

Resident and business requests for EV charge points have grown with the introduction of the Ultra Low Emission Zone and as the public has become more aware of the harmful effects of the pollution caused by internal combustion engine vehicles.

We have developed this new plan to set out how we will make Southwark a borough which can respond to the increasing demand for EV infrastructure for those essential journeys, where no travel alternatives exist. Following consultation as part of Streets for People a delivery plan of how this EV Plan will be implemented will be developed in 2024.

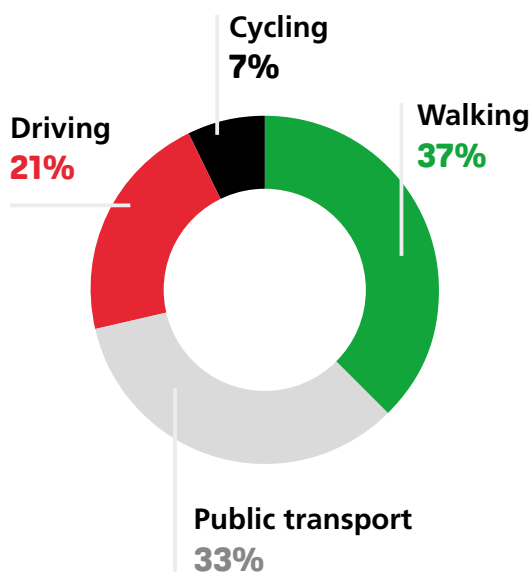
The plan is separated into three parts to reflect the experience of EV users:

EV Charging at home

EV Charging at your destination

A Growing Network

Southwark transport mode share



Source: Transport for London, London Travel Demand Survey 2017/18 – 2019/20 Available at: <https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports>



The opportunities and the challenges

The increase in EV ownership in the borough presents a number of opportunities and challenges in supporting the council in meeting the aims and objectives of Streets for People. While there is recognised benefit, the transition to EV is a complex picture.

Opportunities:

- EVs offer a move away from the over-reliance on polluting petrol and diesel vehicles as they take their power from the national grid, which is slowly becoming cleaner and more sustainable
- Emissions from the tailpipe of EVs are removed, reducing nitrous oxide and carbon dioxide locally in the atmosphere and improving air quality
- EV journeys tend to be shorter as drivers recharge their vehicles at their workplace or close to home
- Once purchased, EVs are currently cheaper to run and offer a cost saving against petrol and diesel equivalents.

Challenges:

- An EV is as dangerous as a petrol or diesel vehicle, which does not help us reduce and stop people being killed or seriously injured on our streets to achieve our Vision Zero goal
- We need to avoid simply swapping petrol and diesel vehicles for EVs as we will still have the same congestion and parking pressure, without any extra space to increase and improve walking, cycling and community spaces on our streets
- It is likely there will be increasing emissions of more toxic pollution from brake and tyre wear as EVs are often heavier than petrol and diesel vehicles. This contributes to poorer air quality and impacts people's health
- The creation of an EV battery is an incredibly resource and pollution intensive activity. It requires mining a number of raw materials such as cobalt and lithium, which has a high environmental impact. Battery disposal also creates a number of challenges, with limited options for reuse or recycling at present
- The weight of batteries, and therefore EVs, can increase the wear and tear on our streets, increasing potholes and highway maintenance costs
- The ability of electricity generation and the grid to meet our demand for all our future energy needs for homes, businesses and transport is already under pressure, with planned upgrades often taking many years. EVs place an additional burden on the power grid



Expanding EV in the borough

To support residents and businesses to electrify their fleets, we have identified five core principles as we look to expand EV infrastructure across the borough, ensuring it aligns with Southwark council's broader vision and goals.

Key Principles

The EV Plan's principles are as follows:

- **Mode Shift:** Southwark Council will continue to prioritise projects that reduce car ownership and encourage greater use of active and sustainable modes of travel. Fleet electrification (e.g. EVs and EV infrastructure) plays a secondary role to sustainable mode shift. This supports our Streets for People approach to journeys, where we will improve road safety and make walking, cycling and wheeling easier.
- **Accessibility:** Ensuring the EV infrastructure roll-out is accessible to all. This includes ensuring that infrastructure does not impede access or use of the footway, for example to wheelchair or pushchair users in line with the Streets for Communities objectives of providing good quality public space that is accessible to all.
- **Inclusion:** Developing an approach to EV and EV infrastructure roll-out that is inclusive to all regardless of income, ethnicity, gender and mobility. This includes supporting the equitable provision of EV infrastructure across all neighbourhoods in the borough.
- **Flexibility:** Ensuring that the EV roll-out supports the future flexible use of space. For instance, it does not impede future design of the street that may include pocket parks, cycle lanes or new pedestrian spaces.
- **Future proofing:** EV and EV infrastructure technology continues to rapidly evolve as does the provision of energy more widely, we will consider new and emerging technology as we develop the Plan.

Standard and Rapid Chargepoints

The definition of standard and rapid chargepoints used within the Plan are:

- **Standard Chargepoints:** These usually have slower charging speeds as they are less powerful and are therefore used for overnight charging. They come in range: Slow (3.7kW), Standard (7.4kW) and Fast (11– 22kW).
- **Rapid Chargepoints:** These are more powerful chargepoints and charge EVs a lot quicker, sometimes fully within an hour. These can be Rapid (20 – 43kW) up to Ultra-Rapid (up to 350kW).



What we have done

The council commissioned energy and transport consultant City Science to help develop the EV Plan. A document summarising some of the key outputs from their detailed piece of research serves as an appendix to this summary. City Science considered, amongst other things; existing policy at a borough, local and national level, current EV charging provision, existing EV ownership and predicted growth in demand plus a range of financial models for future delivery.

Policy & Strategy Landscape

To ensure the EV Plan aligns with the wider policy landscape, over 25 policies, strategies and documents were reviewed as part of the baselining process. The review highlighted that at a national, regional and local level there is a clear commitment to a net zero future, and an emphasis on accelerating the transition to EVs.

As a council, we declared a climate emergency in 2019, stating our ambition for a carbon neutral borough by 2030. At a borough level, the council Delivery Plan sets out our priorities for 2022-26, including commitments to develop a borough-wide EV infrastructure Strategy by 2023 and delivering 1,000 EV chargepoints by 2026. Reducing emissions from vehicles is a key priority, with road transport accounting for 22% of all emissions in the borough.

While this EV Plan is part of Streets for People, it must also align with a series of broader emerging documents, including the Walking Plan, Cycling Plan, Climate & Environmental Supplementary Planning Document and Fleet Management Strategy. The council's local plan, Southwark Plan (2022), has planning policies that define the type of transport and parking that is required from new development in the borough. New developments are generally car free, but EV charging points have to be provided where on-site parking is permitted. Our commitment as a council remains fewer cars, driving less, with more of those vehicles that remain being EV.

Southwark currently hosts

1,677 EV chargepoints,

1,651 standard and **26** rapid

Existing Chargepoint Provision

Southwark currently host 1,677 EV chargepoints, 1,651 standard and 26 rapid. This infrastructure is primarily operated by two chargepoint operators (CPOs), Charg.y and BP Pulse, who run approximately 87% of standard and 78.5% of rapid chargepoints respectively. Standard chargepoints dominate provision and are evenly distributed, although a key gap exists to the south (around Dulwich). This could partly be due to the high levels of green space and parks, as well as the impact of large private landowners in the area which has limited the council's opportunity to install EV chargepoints to date. In contrast, the majority of the borough lacks rapid infrastructure, with most rapid chargepoints present in the north, around the London Bridge and Bermondsey area.

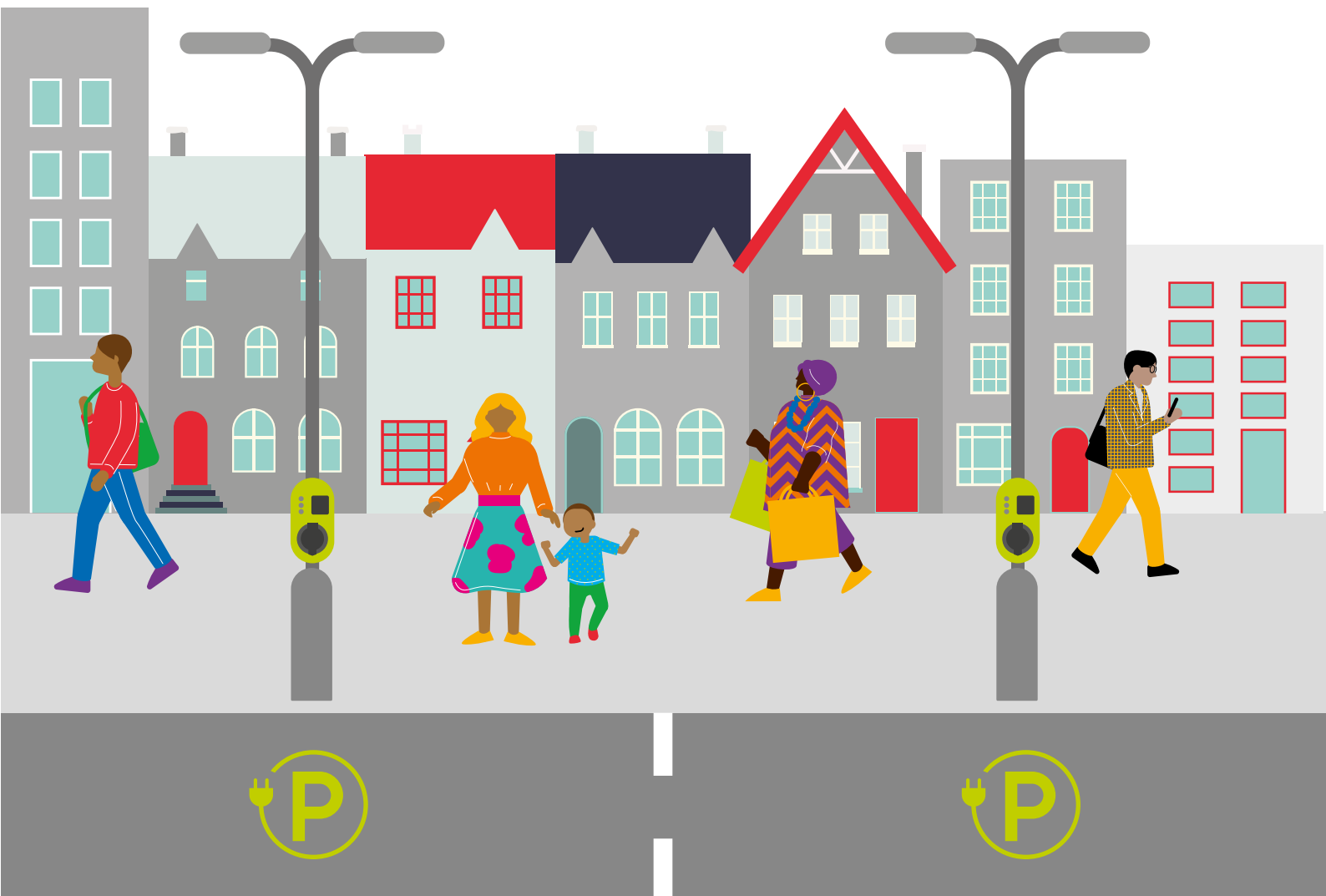
Chargepoint Usage

City Science identified key differences in usage patterns between standard and rapid chargepoints which relates to how they meet the needs of different types of users. Standard chargepoints are predominantly used by households, with usage increasing throughout the day and peaking in the early evening and increasing over the weekend. In contrast, rapid chargepoints are predominantly used by commercial fleets, such as taxis and private hire vehicles, with increased usage from Thursday to Saturday and between 09:00 and 21:00. Both types of chargepoints are reasonably well used, with usage rates of approximately 17-21% for standard and 8-10% for rapid chargepoints.

EV Charging at home

Ensuring quick and easy access to home EV charging for all borough residents, no matter their type of housing, will be a key priority for the council.

Access to charging varies greatly subject to the ability of residents to park off-street adjacent to their home, in a driveway, or for those who park on their street or nearby.



Objective 1: Making on-street charging accessible

While the council will continue to prioritise walking, cycling and public transport use, it is also important to ensure that EV charging, when installed, is balanced across the borough. We therefore want to ensure that the council's lamp column charging programme delivers an equitable distance for residents to their nearest chargepoint. Initially this will centre on ensuring residents have no more than a 5 minute walk to a standard publicly accessible chargepoint.

In 2021, 92% of the properties in the borough were likely to have no off-street parking. The vast majority of housing within the borough consists of flats and terraced housing, where we would expect residents to be dependent on on-street charging through the public charging network (ONS, 2023).

The analysis from City Science indicates that the majority of the borough (approximately 73%) can

currently access a chargepoint within a 5-minute walk, however noticeable gaps include Dulwich Village and Dulwich Upper Wood, likely due to the high levels of recreational areas and private estate. This is paired with pockets of inaccessibility across Nunhead, Rotherhithe, Walworth and North Dulwich. Once these gaps are closed, any future roll-out will look to reduce the walking time further.

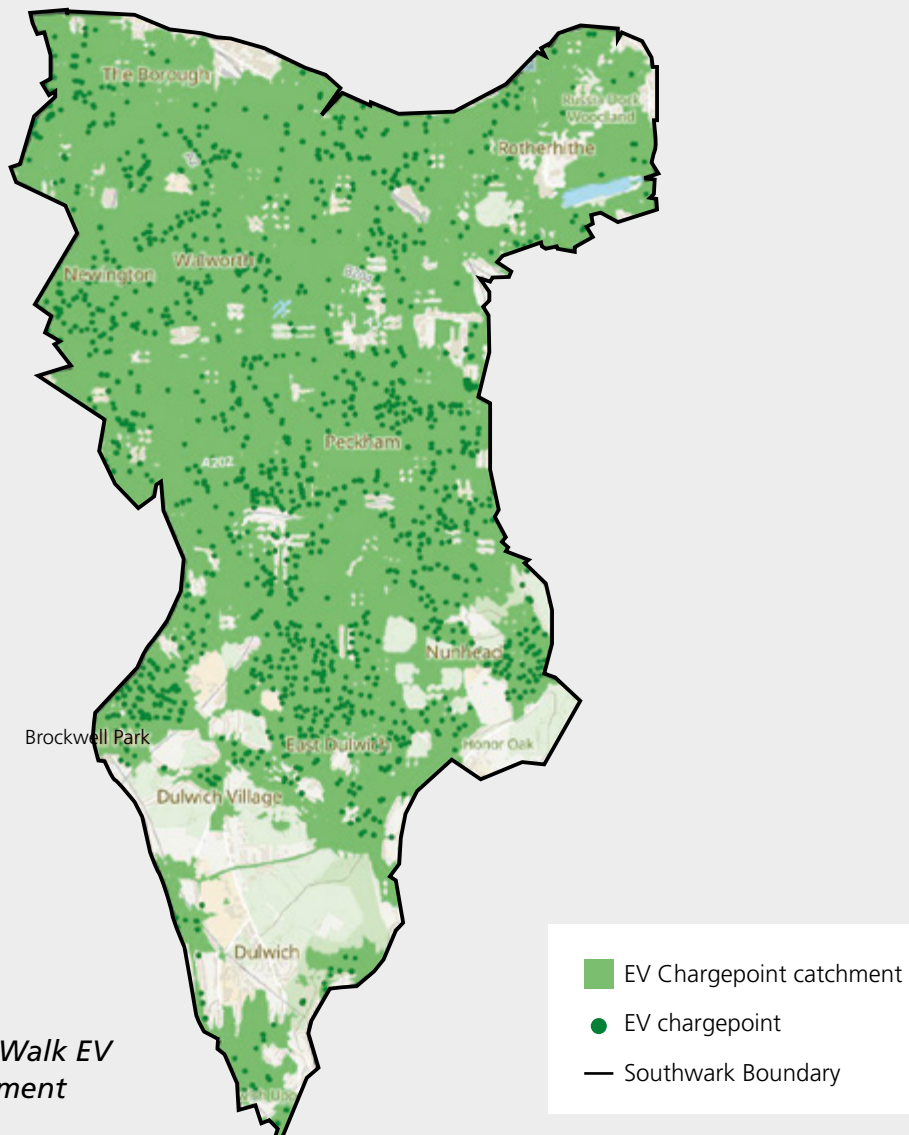


Figure 1: 5-minute Walk EV Chargepoint Catchment

It is the council's aim to introduce EV only bays in CPZs alongside EV chargepoints. A frequent complaint received from residents who own EV vehicles is that chargepoints are blocked and inaccessible due to non-EV vehicles being parked adjacent.

Enforcement of EV bays in CPZs could help maximise use of the existing chargepoints, and help ensure that new chargepoints are installed to help meet the areas of greatest need.

Charging cables that enable EVs parked on-street to be charged from home by crossing the pavement are unlawful and considered an obstruction. The 1980 Highways Act makes it illegal to place wires or cables across, or over, a public highway (including footways) due to the risk of trips and falls. In addition to the risk of trips, there are serious safety risks regarding private electrical wires trailing over the Highway that the council would have no control over. In line with the council's Streets for Communities principles, reclaiming space to make it accessible for our communities to connect, socialise and play, in a safe and pleasant environment is a priority.

In addition, the council does not support the removal of gardens for paved parked areas. This is due to the reduction of ground water draining back into watercourses and the increase in rain water run-off going into sewerage systems that then needs to be treated.

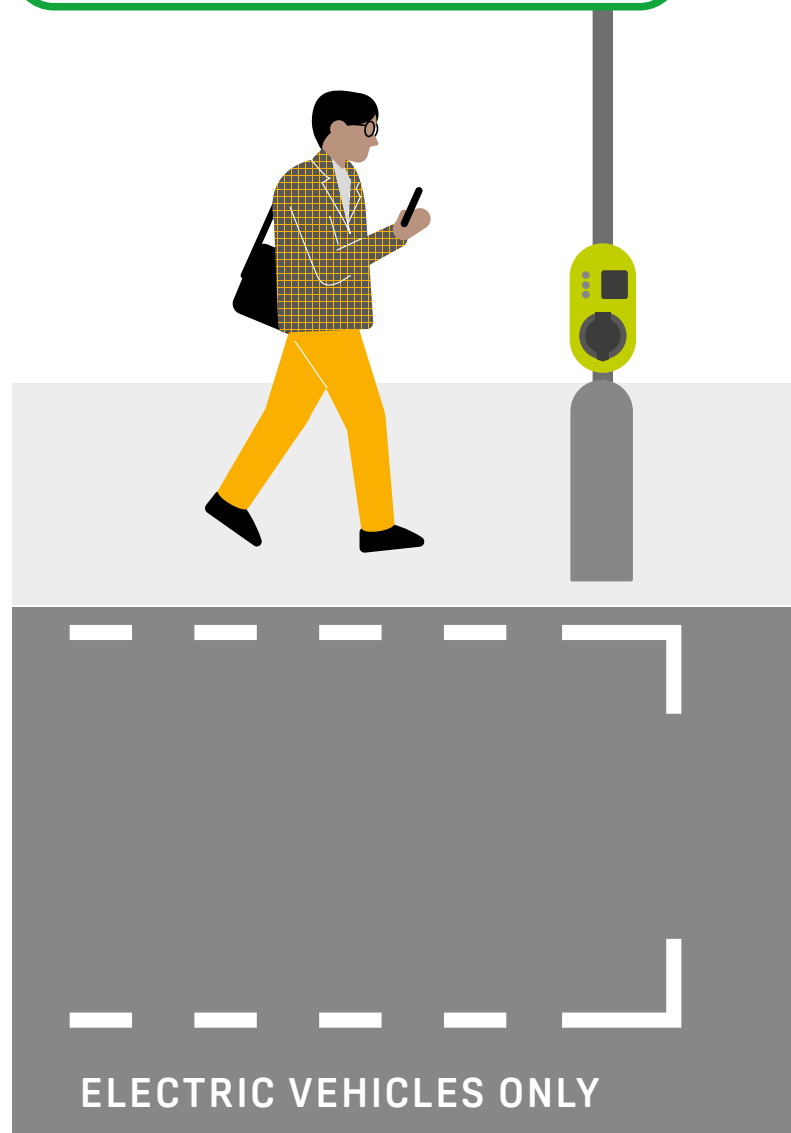
The council continues to roll out the lamp column charging programme and we will continue to review emerging technologies and methods and engage on the matter at a London wide and national level.

At the end of 2022, there were 5,100 motorcycles registered in Southwark, reflecting 8% of total registered vehicles (DfT, 2023). Of these motorcycles, approximately 30% use other fuels (e.g. not petrol, diesel or hybrid), a figure we would expect to grow in upcoming years. EV motorcycle users should be a consideration of any future expansion to EV provision in the borough.

In 2021, only 8% of the borough's housing was made up of semi-detached or detached housing; housing types that are more likely to have access to off-street parking.

What we will do:

- 1.1 Ensure all residents are within a 5-minute walking distance from a public charge point by 2026.** The council will aim to reduce this walking distance when existing gaps in the charging network are filled.
- 1.2 Introduce and enforce EV bays** in Controlled Parking Zones adjacent to EV chargepoints.
- 1.3 Review technology and methods that enable EVs parked on-street to be charged from homes** but in the meantime not endorse or permit such methods due to safety concerns.
- 1.4 Conduct feasibility assessments at existing solo motorcycle bays** across the borough to identify sites suitable for EV chargepoints in the future.



Objective 2: Extend Provision to Housing Estates

There are a number of ways the council can support chargepoint delivery on our land, both to fill remaining gaps in standard chargepoint provision, and to accelerate the delivery of rapid chargepoints. However, there is also a clear gap in provision on the council's housing land, with no existing provision of EV charging facilities.

Southwark Council is the largest local authority housing provider in London, with over 50,000 homes. This means the council's housing estates present a significant opportunity to support EV roll-out through the provision of chargepoints to residents.

In 2022 there were over 3,800 parking bays on our housing estates with over 10,000 parking permits issued. This highlights the potential to support chargepoint delivery on the council's housing estates as the transition to EVs take place.

The council's current E-form allows residents to request new chargepoints but does not account for existing provision or utilisation. The form will be updated to meet changing demand and prioritise areas of greatest need, across all properties in the borough.

What we will do:

- 2.1** Trial EV infrastructure at 20 housing estates across the borough by 2026.
- 2.2** Refresh the council's E-Form so that applications are reviewed against existing provision and **prioritised in areas of most need.**

Objective 3: Support EV chargepoints on private land

EV chargepoints on private land, including housing developments, offices and shopping centres are an important resource.

The number and type of chargepoints required in new developments is set by planning policy and secured through the planning process. The council sets its standards in the Southwark Plan (2022). It is recognised that private landowners have a key role to play in the provision of charging infrastructure, alongside council installed sites.

What we will do:

- 3.1** Continue to work with private landowners to survey the current provision and **increase the availability and choice of EV chargepoints** across the borough.

EV Charging at your destination

Objective 4: Extend rapid chargepoint provision across the borough

Rapid chargepoints are required by EV users to quickly charge their vehicles away from their homes, either at destinations or when on longer journeys.

The implementation of rapid chargepoints must be balanced with the Streets for People priority of encouraging visitors and freight journeys by sustainable means, such as walking and cycling. Our Streets for the Economy approach will prioritise the use of cargo bikes over goods vehicles where possible for example. As these chargepoints are more powerful and charge EVs quicker, these type of charge points are used while the driver waits.

The work undertaken by City Science shows that rapid chargepoints are currently limited within the borough compared with the forecasted need in 2023 (present day), 2026 and 2030.

Southwark hosts 26 rapid chargepoints that are concentrated in the north of the borough. This is not enough to meet anticipated demand of 118 rapid chargepoints by 2026, as shown in figure 2 below.

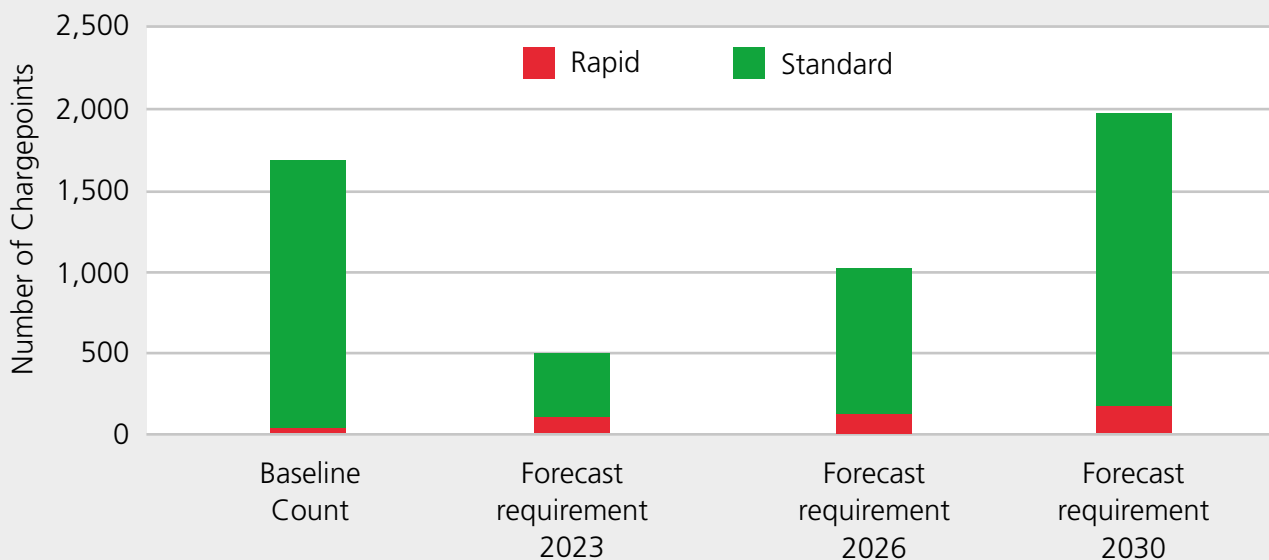


Figure 2: Current & Forecast Chargepoint Requirements (City Science, 2023)

What we will do:

- 4.1** Work with a diverse range of Chargepoint Operators (CPOs) to **accelerate rapid chargepoint delivery** across the borough.
- 4.2** **Deliver 40 rapid chargepoints by 2026**, with an aim to deliver a further 60 by 2030.
- 4.3** Work with neighbouring boroughs and UK Power Networks (UKPN) to **identify areas where electricity grid upgrades are required to help install rapid chargepoints**.

Objective 5: Explore EV chargepoints on council land

The council has the opportunity to explore the feasibility of increased EV provision at several sites it controls across the borough. The council currently operates two car parks at Peckham Town Centre and Choumert Grove. Both provide an opportunity to deploy a mix of rapid and standard infrastructure chargepoints on council-owned land.

Any exploration should take into consideration wider modal shift and other opportunities to use this space in the future through reducing the total number of car parking spaces on council land. Provision of EV charging must be balanced with the council's priority of encouraging visitors to town centres, parks and other destinations in the borough to travel by foot, bike and public transport where possible.

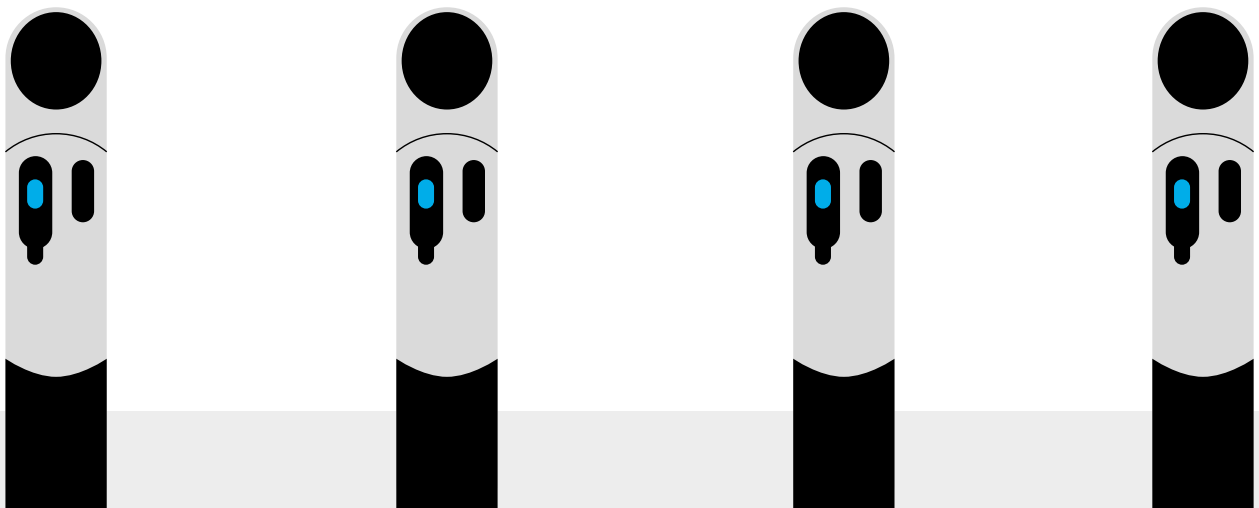
Alongside this, the council also operates six car parks at leisure facilities (including The Castle and Surrey Docks Water Sports). Two of these sites are reserved solely for blue badge holders. Delivery of chargepoints at leisure and park locations could help to increase equitable provision of EV chargepoints for disabled users across Southwark.

The council operates eight fleet depots with 15 chargepoints already in place to support its own fleet. The forthcoming Fleet Management Strategy will provide insight to support the decarbonisation of the council's fleet, including outlining next steps for developing the needed additional capacity in its depots. Other council sites with EV chargepoint potential include council office buildings such as 160 Tooley Street and Honor Oak crematorium.

What we will do:

- 5.1 Deliver chargepoints at council owned car parks** (2 sites), leisure facilities and parks.
- 5.2 Support delivery of a robust EV charging infrastructure** for our commercial fleet, as part of the council's Fleet Management Strategy.

The council operates **eight fleet depots with 15 chargepoints** already in place to support its own fleet's needs, but much more needs to be done.



A growing EV Network

Securing funding for a future network that serves the needs of residents, businesses and visitors to the borough is essential if we are to support the transition away from petrol and diesel vehicles.



Objective 6: Secure funding for the future

The UK Government currently provides two funding streams for standard chargepoints. These are the On-street Residential Chargepoint Scheme (ORCS) and the Local EV Infrastructure (LEVI) Fund.

- **ORCS:** Available to local authorities to part-fund the procurement and installation of chargepoints. £20m of funding has been announced for 2023/24 and is available for lamppost, car parks and street furniture chargepoints.
- **LEVI:** Supports local authorities in England to plan and deliver chargepoint infrastructure for residents without off-street parking, contributing to the costs of delivery and the employment of new staff through capital and capability funding streams.

To date the council has been awarded funding from these schemes to support the delivery of standard chargepoints across the borough. The Government has just announced a new round of LEVI funding, making £38m available to the London boroughs, split between £35m of capital and £3m of capability funding. Differing from the rest of the UK, funding in London will only be allocated through borough partnerships to drive scale, support a more equitable distribution of chargepoint infrastructure and to promote collaborative working. We will continue to explore opportunities for partnership and collaboration with other London boroughs to access this funding and any explore any future opportunities for alternative funding.

Two Chargepoint Operators (CPOs) run the majority of chargepoints within Southwark. Increasing the diversity of CPOs is likely to have a variety of benefits such as providing a range of tariffs for the user and providing the opportunity to compare utilisation, reliability and revenue generation potential.

What we will do:

- 6.1** Utilise ORCS and LEVI funding to **address gaps in the standard chargepoint network.**
- 6.2** Work with a diverse range of CPOs to **support choice and reduce cost** to users.



Objective 7: Explore sustainable funding models

The work undertaken by City Science demonstrates that a number of funding models exist to expand EV charging infrastructure in the borough.

- **Fully Funded:** 100% of costs are covered by CPO.
- **Match Funded:** costs are covered by two or more funding sources.
- **Joint Venture:** a shared funding agreement covers costs and income.

Whilst income from chargepoints is not a key driver for supporting EV infrastructure roll-out, it presents an opportunity to the council to fund improvements to active travel projects. Whilst income from standard chargepoints is modest (for example the current lamp column chargepoints could generate a total income of £42,120 p/a – based on an income of £30 per chargepoint for all Char.gy chargepoints) there is significantly more potential for income generation from rapid infrastructure. During development of the EV Strategy a fellow London borough indicated income potential from rapid sockets ranging between £3,000 - £4,000 p/a per site, whilst a CPO indicated income potential of up to £60,000 over 15 years for hub sites (clusters of three or more rapid chargepoints).

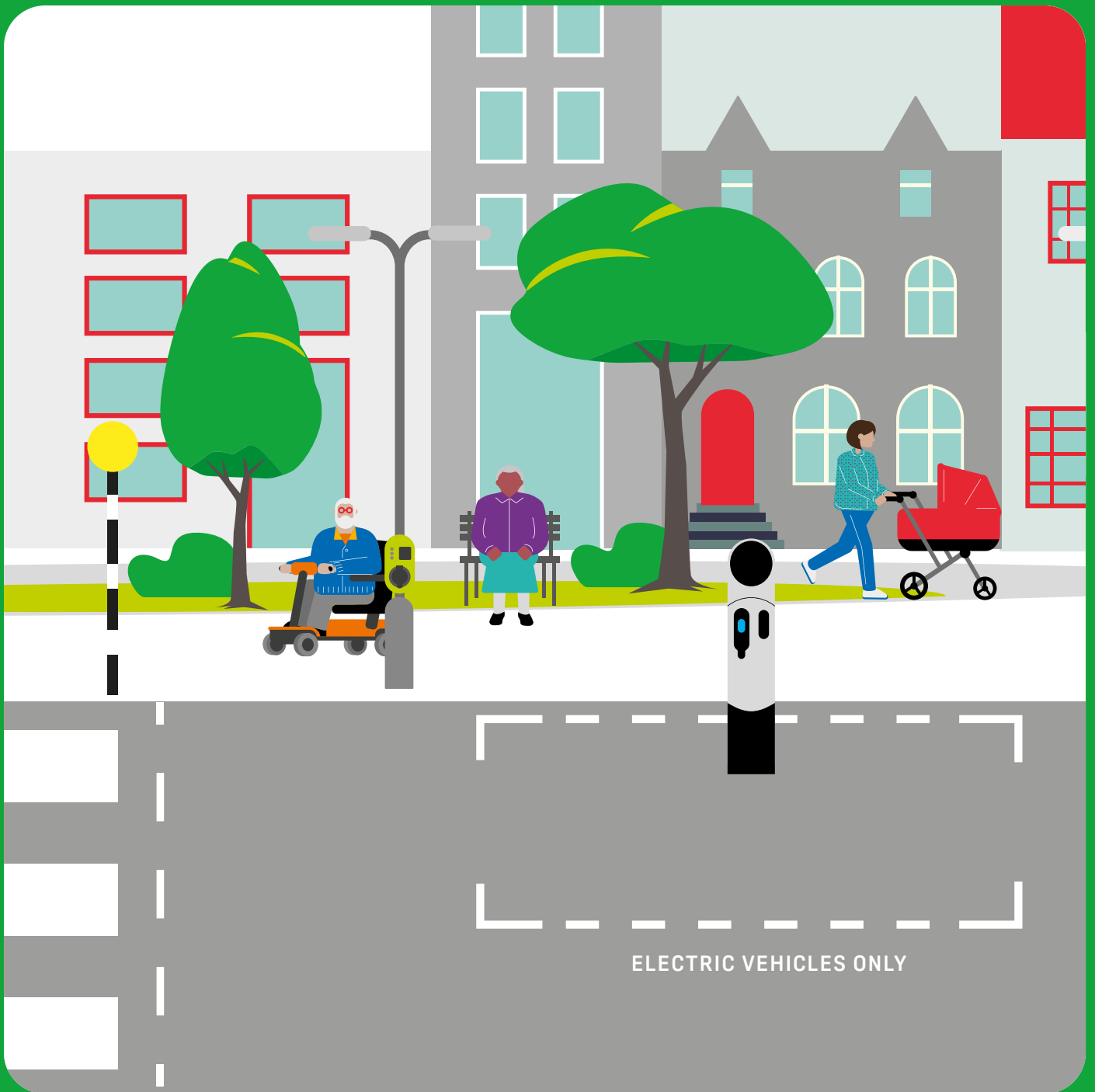
In order to meet our ambitious climate targets, it will be imperative that a commercial partnership considers the long term sustainability of any partner and the financial model. At no point should any subsidy be required that could impact on our ability to fund wider transport improvements in the borough that focus on our priorities of walking, cycling and public transport use.

What we will do:

7.1 Secure a sustainable future funding model that allows the council to expand provision, with a particular focus on filling the gap in rapid charging infrastructure.

7.2 Explore opportunities for income generation that allows funding to be redirected towards further expansion of EV infrastructure and supporting active travel measures.







intermodality
transport strategy & delivery

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CRP Conversations: Session 5



Improving Air Quality by Enhancing River & Rail

SPEAKER

Harshil Patel, Senior Consultant

Nick Gallop, Director

Daniel Fredriksson, Development Lead

Farah Asemi, Founder

Ross Philips, Sustainable Transport Manager

Sefinat Otaru, Project Manager

ORGANISATION

Steer

Intermodality

GBRTT

Ecofleet

Cross River Partnership

RESOURCES

- [CRP Conversations: Improving Air Quality by Enhancing River & Rail - slides](#)
- [CRP Conversations: Improving Air Quality by Enhancing River & Rail - recording](#)
- [On track for sustainable logistics: Waterloo Freight Hub Impact Study](#)
- [On track for sustainable logistics: Express Freight Market Analysis](#)
- [On track for sustainable logistics: Integrating Rail Freight into London's deliveries](#)
- [On track for sustainable logistics: Integrating Rail Freight into London's deliveries - Summary Report](#)
- [Waterloo Freight Hub: Peter, Lord Hendy of Richmond Hill video](#)
- [CALL Snapshot: Waterloo Freight Hub](#)
- [A Deep Dive: The London Light Freight River Trial](#)
- [CALL Snapshot: River Freight Pilot Part Two](#)
- [Network Rail: Environmental Sustainability Strategy](#)



On track for sustainable logistics: Integrating Rail Freight into London's deliveries



Client: Cross River Partnership
Our ref: 24288601
March 2023 – Summary Report



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Introduction

Introduction and Context

This study investigates the opportunity to utilise existing station infrastructure in Southwark and Lambeth to support the efficient and sustainable delivery of freight into Central London using rail.

It was commissioned by Cross River Partnership (CRP) and Impact on Urban Health to explore how rail freight solutions can support their goals of reducing polluting road-freight vehicles and achieving better air quality for residents of London.

The study builds on the findings from CRP's and Momentum Consultancy's Rail Freight in London Feasibility Study (2022), identifying areas where the evidence base needs further development, such as the suitability for stations within the study area for accommodating rail freight.

This study presents the **strategic case** for integrating rail freight into existing supply chains from different stakeholder perspectives. Achieving modal shift of freight from road to rail can play an important role in national and local objectives to **reduce carbon emissions and achieve net zero by 2050, improve air quality and reduce congestion**. Increasing rail freight **increases rail industry revenues and can utilise spare network capacity**.

Market Engagement

The freight and logistics market are in support of exploring alternative logistics concepts to complement road-biased logistics, but **only if it is a compelling proposition and does not increase the overall cost of distribution**.

There are several externalities at play impacting the reliability and cost of road transport. A shortage of HGV drivers and equipment, rising fuel prices, increasing traffic congestion and emissions regulations is pushing the logistics sector to explore alternative delivery solutions. The rise of low-volume, high-margin markets requiring fast delivery such as fast-fashion were identified as being suitable for fast rail freight.

However, rail introduces additional handling into the supply chain which adds time, complexity and costs, in comparison to road-based hub and spoke distribution networks.

Market engagement outlined the need for dedicated logistics infrastructure and storage space to support consolidation activities and transfer to last mile LGV's, EVs or cargo bikes, especially where high volumes are envisaged.

Station Assessment

Stations need to be able to meet multiple requirements for accommodating rail freight, in the form of train operations (e.g. how long does the train have to load or unload), platform operations (e.g. where is the freight stored / transferred) and access to and from the street

The rail network in the study area (28 stations) is dominated by frequent commuter trains, with little opportunity to accommodate freight. A shortlist of five stations has identified two credible options for future study:

- **Waterloo:** The existing station is well connected to the wider railway network. Being a terminus station with several platforms, there is opportunity for loading and unloading at quieter times of the day. The station does allow for a segregated, step-free route for freight from selected platforms to the street which can be used by micro-freight vehicles. There is also available space beneath the platforms for storage and consolidation.
- **London Bridge:** This station is also expected to have suitable facilities for transferring freight between platforms and street level, but access to the wider rail network more challenging than Waterloo.

Delivery Concepts

Two complementary delivery concepts have been developed to formalise the recommendations and action plans for developing rail freight potential in the study area. These concepts represent two levels of investment and benefits realization. Both can be developed in parallel.

“Parcels as Passengers”

Using **unused space on existing passenger services** to move small volumes of goods on existing passenger trains between the South West (such as Exeter and Southampton) and London Waterloo.

This will likely include carrying **individual parcels** in non-passenger areas of a train (e.g. a lockable cupboard) with couriers carrying out the loading and unloading at stations.

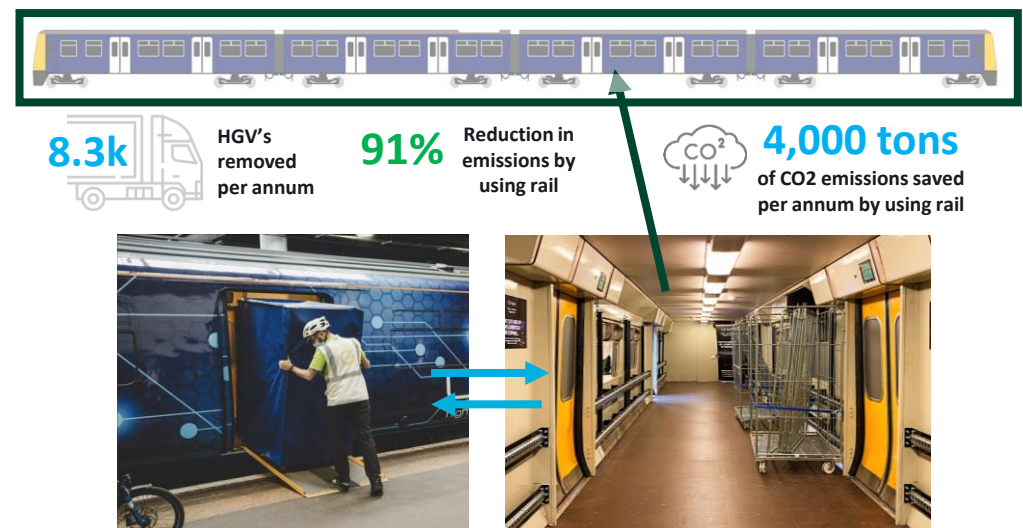
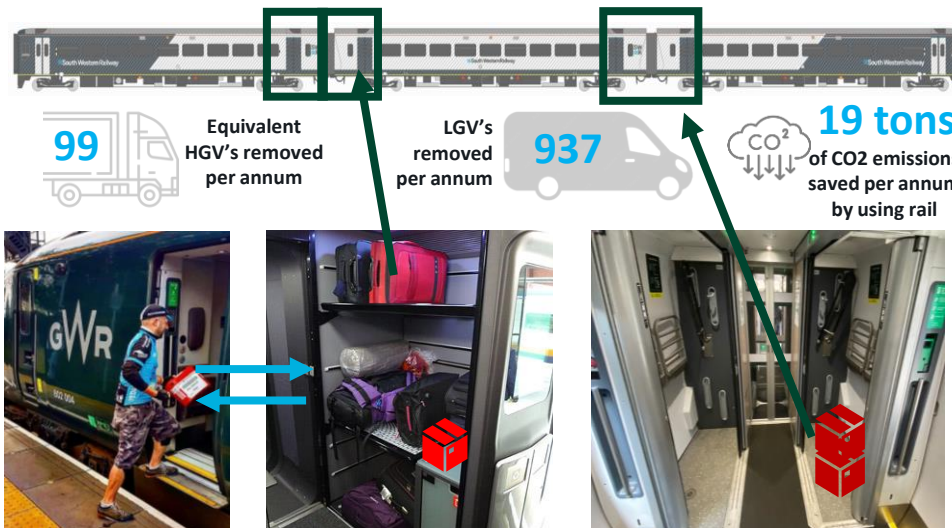
<p>Pros</p> <ul style="list-style-type: none"> • Low risk • Low Capex / Opex required • Model is proven on GWR/EMR 	<p>Cons</p> <ul style="list-style-type: none"> • Low volumes only • Reliant on TOC engagement • Low logistics carbon reduction / emissions savings due to low volumes
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“Dedicated Freight Multiple Unit (FMU)”

Using a **full** repurposed passenger train to carry larger volumes of freight from strategic freight hubs (such as in the Midlands) into London Waterloo.

These trains can carry **roll cages and ULD’s** which can be easily loaded and unloaded at stations. This concept may require modifications at stations to handle larger volumes efficiently.

<p>Pros</p> <ul style="list-style-type: none"> • Low-Medium risk • High logistics carbon emissions reduction from removed HGV’s • Can be tailored to meet needs of logistics industry 	<p>Cons</p> <ul style="list-style-type: none"> • Roll cages may create inefficiencies • May not be enough space at stations for logistics • High Opex costs • Requires WTT pathing for reliability
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Further detail on the methodology for emissions and vehicle saving calculations is located in Section 4: Delivery Concepts.

Key Findings and Recommendations

The parcels as passengers concept is the recommended option of the two assessed. It will require CRP to work with a third party to develop the proposition, identify routes and customers and work with TOCs to deliver the concept. Possible routes could include Southampton and Exeter to London Waterloo.

Parcels as passengers has lower barriers to entry as existing rolling stock is already in operation and the requirements to transport smaller volumes frequently could take advantage of surplus luggage and/or space on TOCs' services. The dedicated FMU concept requires the procurement / leasing of suitable rolling stock that is modified to handle light freight.

Parcels as passengers does not require dedicated logistics infrastructure at stations. Therefore requirements are expected to be far lower in comparison to the FMU concept. As a result, lead times may also be shorter. However, this trial will require considerable stakeholder engagement by CRP to secure buy in from the passenger TOCs, which will take time.

Implementation of either concept would bring environmental and economic benefits whilst supporting national and local government in achieving transport decarbonisation.

Benefits from carrying parcels with this concept may start small, but include an opportunity to reach scalability. Utilising surplus capacity on passenger services could reduce LGV and HGV movements between London and the South West. If scaled to multiple long-distance services per day, this could represent a significant carbon saving.

Trialing a **dedicated FMU concept** for a number of months will require a large operating budget. Without investment from FOCs, enhanced Mode Shift Revenue Support (MSRS) or rail innovation grants from the DfT, the short-term barriers are likely going to persist into the medium term.

This report has set out the station requirements to handle dedicated FMUs. CRP should engage Network Rail and enquire about the suitability of London Bridge and London Waterloo for a FMU trial service in future.

Other locations in London that are outside of Lambeth and Southwark might provide more suitable infrastructure and be deserving of further research.

It is recommended that following this report, a **dedicated working group** for London should be set up, to facilitate discussions between funders, logistics companies, infrastructure providers, operators and advisors.

This can provide continued momentum and support development within this space, ensuring a constructive forum where concepts and issues can be debated and issues resolved. The findings from this study are applicable across London beyond the study area.

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Waterloo Station Freight Hub

Unlocking the logistics potential of a central London station



Cross River Partnership (CRP), the Great British Railways Transition Team (GBRTT) and Network Rail, along with partners including London Borough of Southwark, London Borough of Lambeth, Department for Transport, London and Continental Railways, Waterloo Station, Steer and Intermodality, have been working to unlock the logistics potential of a large space beneath Waterloo Station. The station is strategically located and well connected to other transport modes and in the heart of London, offering the potential to develop multi-modal logistics that integrates rail freight. Transferring road freight to a combination of rail and zero-emission cargo bikes would help remove vans from both London's streets and regional roads.

CRP's work so far

CRP have been exploring the barriers and opportunities for integrating rail freight into the logistics process in London. In March 2023, funded by Impact On Urban Health and Defra, a CRP report 'On track for sustainable logistics' identified infrastructural opportunities in Lambeth and Southwark to support rail freight. Two operating models were explored, 'Parcels as Passengers' and 'a Dedicated Freight Multiple Unit'.

The Parcels as Passengers model utilises unused space on existing passenger services, and as such has lower barriers to entry, as existing stock can be used and minimal infrastructure modifications are required. This approach was highlighted in the report as the quickest option to begin delivering freight into Waterloo, whilst a Dedicated Freight Multiple Unit would allow for the most transformative change and improvements to social, environmental and economic factors locally and across London.

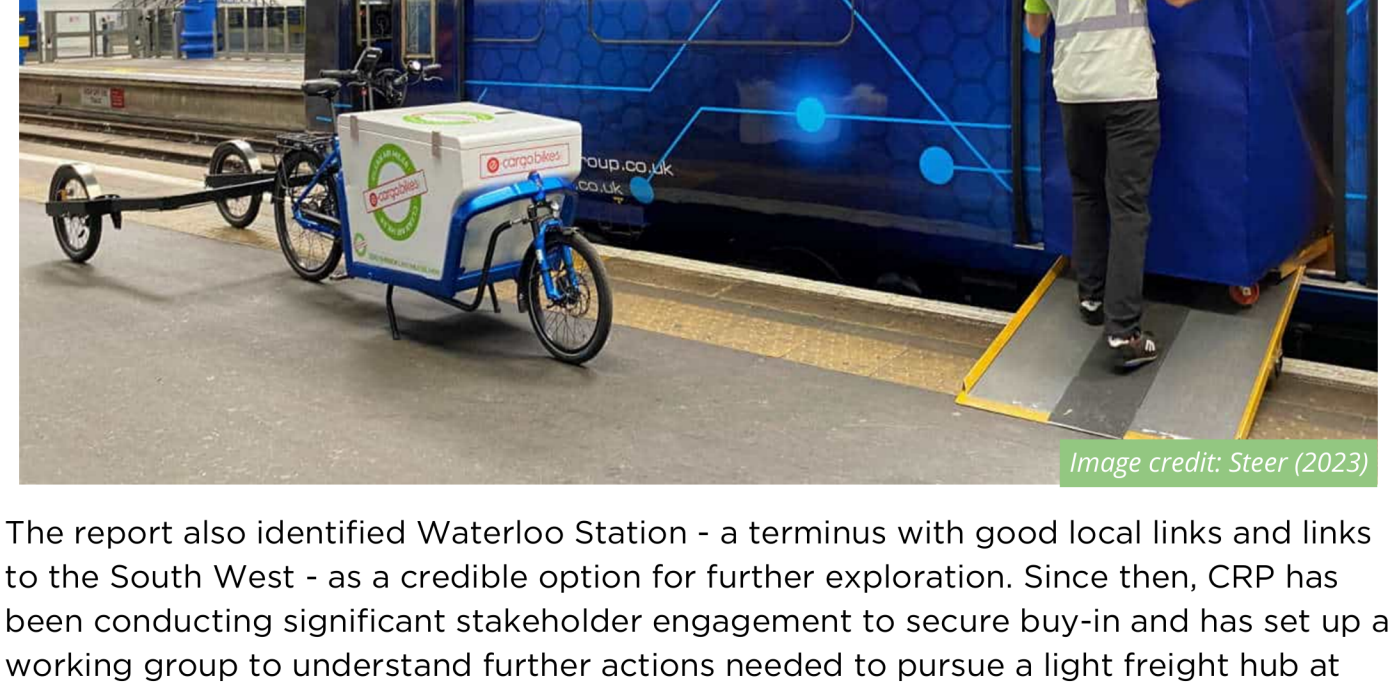
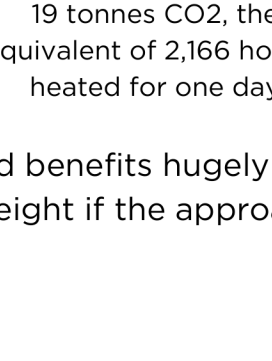
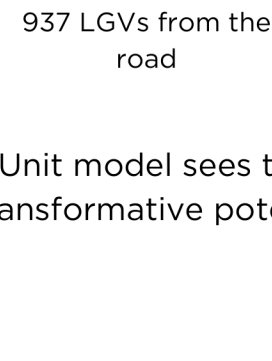
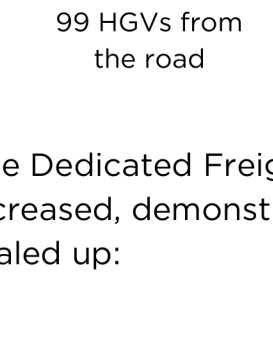


Image credit: Steer (2023)

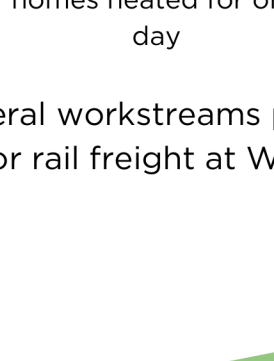
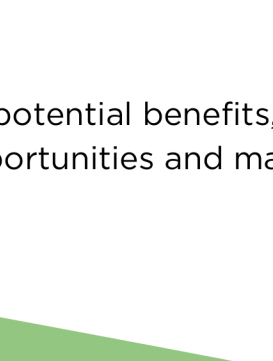
The report also identified Waterloo Station - a terminus with good local links and links to the South West - as a credible option for further exploration. Since then, CRP has been conducting significant stakeholder engagement to secure buy-in and has set up a working group to understand further actions needed to pursue a light freight hub at Waterloo Station.

Benefits

The favoured Parcels as Passengers model has projected benefits including the annual removal of:

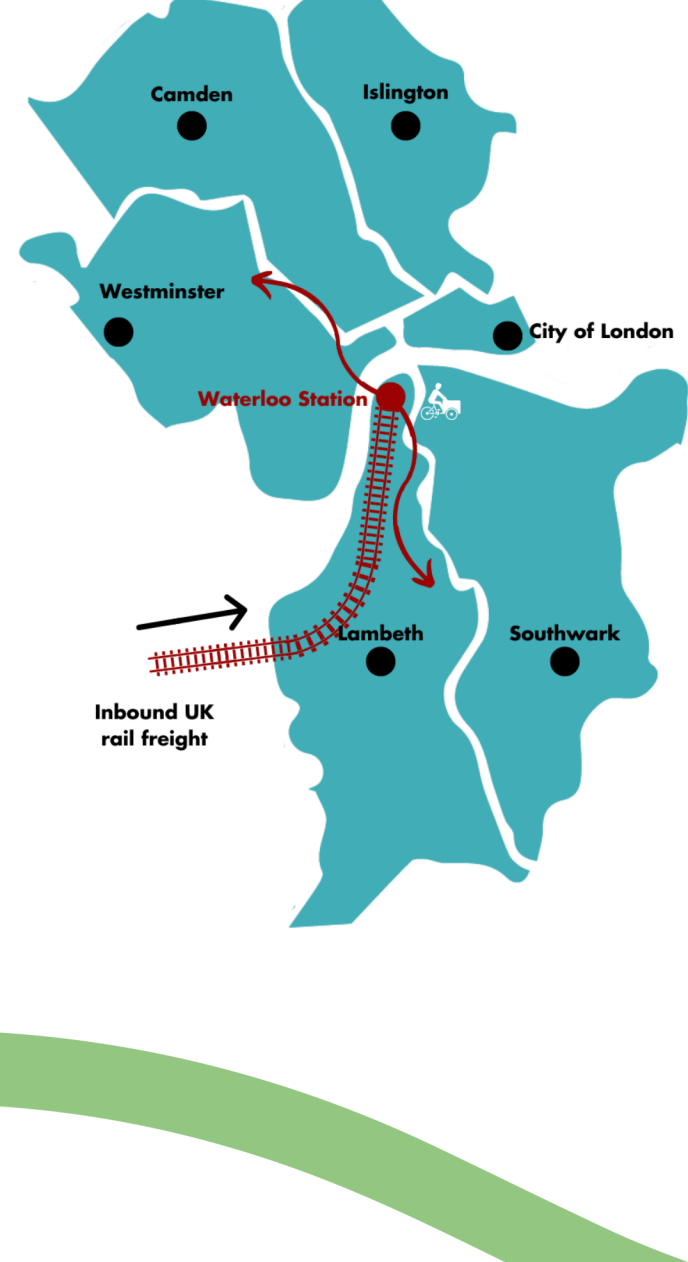


The Dedicated Freight Multiple Unit model sees these projected benefits hugely increased, demonstrating the transformative potential of rail freight if the approach is scaled up:



Waterloo Station - A strategic central location

The undercroft space beneath Waterloo Station covers around 100,000 – 200,000 sq ft, and is comprised of several large, interconnected arches and spaces, many of which are currently underutilised. These spaces are highly accessible, with step-free routes connecting them to from both street level and platform level. Waterloo Station itself sits at a significant location: near to the strategic road network, the Thames, and close to the borough borders of Southwark, Lambeth, Westminster, City of London, Camden and Islington.



The network of spaces combined with the strategic location of Waterloo mean there is significant potential for a light freight hub to be developed. The spaces could be used for receiving rail and river goods, storage, consolidation and sorting, and onwards distribution using zero-emission vehicles, in an important central London location.

Next steps for CRP and partners

CRP are working on activities to support the development of a light freight hub trial at Waterloo Station, by funding research into the potential of the space and the express rail freight market, which will help CRP to engage with local stakeholders to implement a funded trial at Waterloo Station. These have and will be funded through the Defra-funded Clean Air Logistics for London and Smarter Greener Logistics programmes, and will be completed by Autumn 2023.

- Road fed freight hub trial. CRP will be funding a 6-month micro-logistics hub for a freight operator in the undercroft of Waterloo Station. A road-fed trial will help develop key learnings around how the space functions, and will help inform future rail-fed freight programmes.
- Basic and advanced rail freight hub modelling - these will model the operations of the rail-fed freight hub and attempt to quantify the benefits, as well as considering different scenarios for the hub.
- Socio-economic impact assessment - this will demonstrate how the hub could operate and what economic, social and environmental benefits it could deliver, supplemented by case studies.
- Rail freight market research - an investigation into the existing rail freight market landscape and potential directions it may take.
- Freight train path capacity planning - analysis and modelling of potential routes, looking at existing timetables and train networks, and how a rail freight trial could fit into this.

CRP will continue to share emerging outcomes from these pieces of research with the Waterloo Masterplan Steering Group, that is developing a vision for Waterloo Station moving forward.

What is Clean Air Logistics for London?

Cross River Partnership's Clean Air Logistics for London Programme (CALL) is a Defra-funded project led by Westminster City Council in collaboration with 12 project partners. The project aims to move more freight into London via river rather than road, supported by zero emission delivery methods in Central London. CALL will build on the success of CRP's Clean Air Villages 4 programme.

The CALL project will expand river freight in London, reducing both congestion and pollution at the same time. A lack of light freight being moved by river has been highlighted and investment in infrastructure is required to increase the viability of this. CALL locations have been chosen to reflect GLA Air Quality Focus Areas and the importance of the River Thames for freight. The CALL project will support the delivery of Defra's Clean Air Strategy, Westminster City Council's Air Quality Action Plan (AQAP) and other's partners air quality objectives.



Project Partners

Cross River Partnership is proud to be working with the following Local Authorities and other partners.



Item No. 14	Classification: Open	Date: 10 July 2023	Meeting Name: Environment Scrutiny Commission
Report title:		Cover report for the Environment Scrutiny Commission Work Programme 2023-24	
Ward(s) or groups affected:		N/a	
From:		Project Manager, scrutiny.	

RECOMMENDATIONS

1. That the Environment Scrutiny Commission note the work programme attached as the Work Programme, plus appendix.
2. That the Environment Scrutiny Commission consider the addition of new items or allocation of previously identified items to specific meeting dates of the commission.

BACKGROUND INFORMATION

3. The general terms of reference of the scrutiny commissions are set out in the council's constitution (overview and scrutiny procedure rules - paragraph 5). The constitution states that:

Within their terms of reference, all scrutiny committees/commissions will:

- a) review and scrutinise decisions made or actions taken in connection with the discharge of any of the council's functions
- b) review and scrutinise the decisions made by and performance of the cabinet and council officers both in relation to individual decisions and over time in areas covered by its terms of reference
- c) review and scrutinise the performance of the council in relation to its policy objectives, performance targets and/or particular service areas
- d) question members of the cabinet and officers about their decisions and performance, whether generally in comparison with service plans and targets over a period of time, or in relation to particular decisions, initiatives or projects and about their views on issues and proposals affecting the area
- e) assist council assembly and the cabinet in the development of its budget and policy framework by in-depth analysis of policy issues

- f) make reports and recommendations to the cabinet and or council assembly arising from the outcome of the scrutiny process
 - g) consider any matter affecting the area or its inhabitants
 - h) liaise with other external organisations operating in the area, whether national, regional or local, to ensure that the interests of local people are enhanced by collaborative working
 - i) review and scrutinise the performance of other public bodies in the area and invite reports from them by requesting them to address the scrutiny committee and local people about their activities and performance
 - j) conduct research and consultation on the analysis of policy issues and possible options
 - k) question and gather evidence from any other person (with their consent)
 - l) consider and implement mechanisms to encourage and enhance community participation in the scrutiny process and in the development of policy options
 - m) conclude inquiries promptly and normally within six months
4. The work programme document lists those items that have been or are to be considered in line with the commission's terms of reference.

KEY ISSUES FOR CONSIDERATION

- 5. Set out in the Work Programme and review scope appendixes are the issues and reviews the Environment and Community Engagement Scrutiny Commission is due to consider in 2023-24.
- 6. The work programme is a standing item on the Environment and Community Engagement Scrutiny Commission agenda and enables the commission to consider, monitor and plan issues for consideration at each meeting.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Environment and Community Engagement Scrutiny Commission agenda and minutes	Southwark Council Website	Julie Timbrell Project Manager
Link: https://moderngov.southwark.gov.uk/ieListMeetings.aspx?Committeeld=518		

APPENDICES

No.	Title
	Work Programme 2023-24 Appendix A Appendix B

AUDIT TRAIL

Lead Officer	Everton Roberts, Head of Scrutiny	
Report Author	Julie Timbrell, Project Manager, Scrutiny.	
Version	Final	
Dated	27 November 2027	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Governance	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Scrutiny Team	27 November 2023	

Environment and Community Engagement Scrutiny Commission dates and work-plan 2023/34

Proposed reviews and topics:

- Review: Biodiversity **Appendix A**
- Review: Sustainable Freight **Appendix B**
- Joint review with the Environment and Community Engagement Scrutiny Commission: Environmental Health with reference to Streets for People and Air Quality (**Tbc - working title and scope in development**)

- Topic: Waste, recycling, reducing fly-tipping and street cleaning : how can we use our resources better? (to coincide with cabinet member interview)

Standing item – cabinet member interviews (tbc):

- Councillor Catherine Rose: Cabinet Member for Neighbourhoods, Leisure and Parks
- Councillor James McAsh: Cabinet Member for Climate Emergency, Clean Air and Streets
- Councillor Helen Dennis : Cabinet Member for New Homes and Sustainable Development

Dates and work-plan

Environment and Community Engagement Scrutiny Commission	Date	Item
Meeting 1	Monday 10 July 2023	<ul style="list-style-type: none"> • Work programme - scrutiny review topics and agenda items. • Sustainable Freight scrutiny review – rolled over from previous year. • SNAP and tree management officer report
Outreach		<p>9 August: Tour of Lambeth Council weed free programme co organised by Southwark Nature and PAN</p> <p>12 September: Tour of Rouel Road Estate / Rouel Blue Garden Club and Bermondsey Trees (including Mike Mann estate manager)</p>
Meeting 2	Wednesday 20 September 2023	<p><i>Reducing pesticide and herbicide</i></p> <ul style="list-style-type: none"> • Lambeth Council officer <ul style="list-style-type: none"> ○ https://www.lambeth.gov.uk/streets-roads-transport/community-weeding-scheme ○ https://issuu.com/pan-uk/docs/greener_cities_-_a_guide_to_our_pavement_plants See page 18 for a discussion of Lambeth's program. • Pesticide Action Network

		<p>Air Quality particulates tyre and brake Sustainable Tyre manufacturer ENSO Ltd</p> <p>Streets for Peoples Presentation by Cabinet lead and officer</p> <p>Southwark Land Commission Presentation by vice chair Cllr James McAsh based on report to cabinet</p> <p>Consider / note Cabinet responses scrutiny reviews conducted in 22/23 – due 12 September :</p> <p>i) Climate Finance ii) Resident Participation Framework</p>
Meeting 3	Monday 27 November 2023	<p>Air Quality particulates tyre and brake <i>Dr Ian Mudway</i></p> <p>Vehicle Footway Crossover:</p> <ul style="list-style-type: none"> • Royal Horticultural Society report - background info • Pavement channel providers <p>Sustainable Freight :</p> <ul style="list-style-type: none"> • TfL with particular reference to the London Freight Lab and strategic plans 20 • Officer report and update on highway transport plans in development including planed Freight Strategy 2024, • EV plan presentation (note part of formal action point re cabinet member letter and formal submission to consultation) • Freight service October 23 cabinet paper provided as a written update

		<ul style="list-style-type: none"> • Cross River Partnership
Joint meeting	January tbc	Environmental Health review – walking and cycling and Streets for People with reference to health inequalities
Meeting 4	27 February tbc	<p>Officers update on meeting the requirements of the Environment Act including Biodiversity Net Gain, Local nature recovery and monitoring and reporting requirements</p> <p>Officer (Chris Page) update on pesticide strategy with reference to plans to review the current approach to the use of pesticides in the public realm to better protect residents, wildlife and promote biodiversity</p> <p>Officer presentation and input to roundtable on supporting community food growing, gardening and rewilding and in particular:</p> <ul style="list-style-type: none"> • Community garden plan in development and • Community food growing initiative <p>De-paving report Southwark Nature Volunteers</p> <p>Roundtable by community groups</p> <p>Agree scrutiny report on Sustainable Freight</p> <p>Port of London briefing as background</p>
Meeting 5	Tuesday 30 April 2024 Move forward to after May to avoid GLA elections.	<p>Topic: Waste, recycling, reducing fly-tipping and street cleaning : how can we use our resources better?</p> <p>Biodiversity scrutiny report</p>

