



ENVIRONMENT, TRANSPORT, COMMUNITIES AND CITIZENSHIP SCRUTINY SUB-COMMITTEE

MINUTES of the Environment, Transport, Communities and Citizenship Scrutiny Sub-Committee held on Tuesday 16 November 2010 at 7.00 pm at Town Hall, Peckham Road, London SE5 8UB

PRESENT: Councillor Tim McNally (Chair)
Councillor Renata Hamvas
Councillor Kevin Ahern
Councillor James Barber
Councillor Sunil Chopra
Councillor Graham Neale
Councillor Helen Morrissey

OTHER MEMBERS

PRESENT: Councillor Barrie Hargrove

**OFFICER
SUPPORT:** Gill Davies, Strategic Director of Environment and Housing
Simon Bevan, interim Head of Planning and Transport
Barbara Selby, Head of Transport Planning
Alistair Huggett, Framework and Implementation Manager
Shelley Burke, Head of Overview and Scrutiny
Karen Harris, Scrutiny Project Manager

1. APOLOGIES

1.1 Apologies for absence were received from Councillor Norma Gibbes. Councillor Helen Morrissey attended in her place.

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

2.1 There were none.

3. DISCLOSURE OF INTERESTS AND DISPENSATIONS

3.1 There were no disclosures of interests or dispensations.

4. MINUTES

4.1 The minutes of the last meeting were to follow.

5. THE EDGES OF THE BOROUGH SCRUTINY - GOOD PRACTICE

5.1 The Chair welcomed Alistair Huggett, Framework and Implementation Manager to the meeting.

5.2 The Framework and Implementation Manager gave a presentation on “The Cut” which was an example of good cross-border working at the edges of the borough. (A copy of the presentation is attached to the minutes).

5.3 It was explained that the project had acted as a catalyst to further cross-boundary working with Lambeth and work had since taken place in the Herne Hill area.

5.4 In response to questions from members of the sub-committee the Framework and Implementation Manager highlighted the principal lessons from the project as follows

- Recognising that the process will be resource intensive
- Communication
- Political buy-in
- Getting the right person to talk to
- Cross-river partnership
- Outsourcing of community consultation to enable better feed in
- External funding levered in through partnership
- Willingness to compromise

5.5 Members enquired whether there were any similar projects on the Southwark/Lewisham border. The Framework and Implementation Manager reported that he was not aware of any.

5.5 Members discussed the best way to develop a rapport with Lewisham to promote cross-boundary working. It was agreed that the following elements were important

- It should be led from the top of the organisation
- A small amount of funding is a good catalyst
- We need something to offer

5.7 Councillor Barber asked how cross-boundary working could reduce the level of works needed in boundary areas. The Framework and Implementation Manager suggested that engagement of the people who would be responsible for maintaining the area at the project design stage was vital, and that the rather complex management structure of “The Cut” had helped to future-proof the project.

- 5.8 Councillor Hamvas asked whether cross-boundary working could work on a much smaller scale. It was agreed that there was no reason why not, it was a matter of getting the right people to talk to one another. Discussion took place about the differences in standards between boroughs and the need to look at specific areas of discontinuity. It was agreed that it was important to be clear and open about where compromise was not possible. It was also agreed that a stable workforce could be hugely beneficial as so much was about partnership working between teams or individuals in each authority
- 5.9 The chair thanked the Framework and Implementation Manager for his contribution to the meeting.

6. RECYCLING SCRUTINY - PLANNING POLICIES

- 6.1 The chair welcomed Simon Bevan, interim Head of Planning and Transport to the meeting and explained that the sub-committee was interested to learn how the council could design recycling into new developments and regeneration projects, increase recycling in blocks of flats and how planning policy could support this.
- 6.2 The interim Head of Planning and Transport referred to the background note distributed with the papers for the meeting, and explained that more detail on sustainable design was contained in the SPD and that planning officers were becoming more skilled and ensuring appropriate recycling storage was included in the plans for new developments.
- 6.3 He went on to explain that the planning policy met the current expectations of the recycling division of Environment and Housing.
- 6.4 The chair asked if there were any radical “game changing” plans. It was reported that in the medium term it was envisaged that the borough would rely upon recycling brought to a particular point and collected in refuse waggons. There was little further innovation designed in by developers.
- 6.5 Members of the sub-committee referred to the Envac project and asked that the interim Head of Planning and Transport look into the costs of retro-fitting that type of collection facility into housing developments in terms of cost per housing unit. In the longer terms it was felt that this type of initiative could save money because the collection costs would be minimal. This type of project would also have the advantage of reducing emissions.
- 6.6 Councillor Chopra suggested that all developments with more than a certain number of floors should have recycling chutes. If they did not there should be a charge placed upon the developer. He suggested that it should be made a planning requirement within developments and within housing.
- 6.7 Members enquired whether recycling featured in the area action plans. The interim Head of Planning and Transport explained that there was currently not much detail in the area action plans.

RESOLVED:

That the interim Head of Planning and Transport be asked to look at the Envac project and the cost of retro-fitting this type of facility into urban developments in the borough

7. RECYCLING SCRUTINY - WEMBLEY CITY PROJECT

- 7.1 The sub-committee watched a short DVD from Envac showing the work they have underway installing an underground recycling piping system in Wembley City, and also systems they have put in place in historic city centres such as Barcelona.
- 7.2 The sub-committee was keen to explore how this type of initiative could be built into the Elephant & Caste and Aylesbury estates so that recycling was designed into the projects from the outset.

8. QUESTIONS TO CABINET MEMBER - BARRIE HARGROVE

- 8.1 The chair welcomed Councillor Barrie Hargrove to the meeting to answer questions on his cabinet portfolio and thanked him for the written answers to the questions posed by the sub-committee members.
- 8.2 Members of the sub-committee asked further questions and follow up questions as follows (using the numbering from the written answers document – attached to the minutes for information)

Does he think that road and highways maintenance is a matter for cabinet or community councils? (Cllr Tim McNally) (Qu 30)

- 8.3 Sub-committee members enquired about the case of East Street Market which was discussed at cabinet level. It was queried why this market and none of the other local markets had been discussed at cabinet rather than being dealt with by the community council as this seemed to be special treatment.
- 8.4 Councillor Hargrove responded that the cabinet was committed to delegated decision making and the commitment to East Street Market was based on need. There was a lot of interest in East Street Market but it had not been given special status.
- 8.5 Councillor Morrissey confirmed that East Street Market had been discussed at community council and that it was the largest market in the borough.

Many streets suffer from excessive speeds by motor vehicles – what is your view on area average speed cameras versus other solutions? (Cllr James Barber) (Qu 31)

- 8.6 With respect to the speed camera pilot, members suggested that three years was a

very long timescale for the pilots, and enquired whether it would be possible to do these in a shorter timeframe.

- 8.7 Councillor Hargrove responded that until this week, the Mayor had set the parameters and the timescales for the pilots. This was now no longer the case and he agreed that he would ask the Southwark Speed Partnership to look into this issue.

Is the cabinet member planning to re-establish “play streets? (Cllr Graham Neale) (Qu 32)

- 8.8 As a follow-up question Councillor Neale asked whether the current process for street parties could be simplified as it put people off. In response Councillor Hargrove stressed that each case was taken on its own merits and he was aware that it was not a simple process.

What is the Cabinet member doing to encourage police enforcement of 20mph 'home zones'”? (Cllr Graham Neale) (Qu 33)

- 8.9 Members discussed with Councillor Hargrove the fact that the council could not rely upon the police to enforce the zones given their other priorities. It was suggested that further work should be undertaken to look into borough-wide schemes which could be instigated using technology and community wardens.

Is the cabinet member looking into ways to reduce the number of parked cars on our streets over the next four years? (Cllr Graham Neale) (Qu 34)

- 8.10 On the issue of controlled parking zones members asked how many applications there were there in each zone, how many places there were in each zone, and was the ratio of spaces vs applications going up or down? It was agreed that the answers to these questions would be provided in the follow up information following the meeting.
- 8.11 In response to a question Councillor Hargrove confirmed that Car Clubs were self-financing and that these could be established in places where residents wanted them. There was a query over the use of Cleaner, Greener, Safer resources to establish these clubs and further written information would be provided on this.
- 8.12 Members enquired whether carbon-related permit charges were issued in Southwark. Councillor Hargrove confirmed that this was being actively considered.
- 8.13 Members raised concerns over the signage for controlled parking zones as there was a feeling that this was sometimes unclear. Councillor Hargrove assured the sub-committee that whenever there was a complaint it was looked at very carefully, but that with such a complex statutory system he could not guarantee there would not be cases of residents misinterpreting the signage and subsequently receiving penalty charge notices.

Can the cabinet member commit to publishing annually on the web the highway condition data so residents can appreciate why one road is chosen

for renewal and repair over another? (Cllr James Barber) (Qu 35)

- 8.14 Councillor Barber enquired why this information was not on the web as there was a £4.2million highway renewal programme and it was important to understand how this was prioritised. Officers responded that this was not an easy task. However a league table did exist and the new Asset Management Plan which was in the forward plan for the council would contain this information.

Can the cabinet member update the sub-committee on the progress of the "Road Permit Network Scheme"? (Cllr Kevin Ahren) (Qu 38)

- 8.15 Further to the information outlined in the written answer, Councillor Neal commented that there was no official timescale for approvals. Councillor Hargrove confirmed this but added that there was a set of criteria against which bids would be judged.

What is the cabinet member doing to reduce car domination of street-scapes? (Cllr Graham Neale) (Qu 39)

- 8.16 Councillor Neale made reference to paragraph 3 of the written answer and requested a breakdown of the car club users by ward.

At the moment there doesn't appear to be much co-ordination of traffic schemes at the borough boundaries. How do you think this could be improved upon? (Cllr Renata Hamvas) (Qu 40)

- 8.17 Councillor Hargrove explained that the Connect 2 scheme had been a useful kick-start point in working with Lewisham.
- 8.18 Members asked when the Connect 2 scheme would fully open. Councillor Hargrove explained that the problem was the renewal scheme at Millwall football ground and how quickly they were willing to facilitate the route for Connect 2.
- 8.19 He went on to confirm that the Directors of Renewal were committed and National Rail discussions were underway.
- 8.20 Members commented that the Millwall Walkway would make a good addition to the cycle network.

Will the cabinet member work with the Mayor of London on extending the cycle hire scheme, and what will he do to create and support local non-profit cycle maintenance projects? (Cllr Graham Neale) (Qu 41)

- 8.21 Councillors asked if council officers could have a preferential rate for the hire scheme, or if the council could get corporate membership. It was confirmed that this had already been asked for. Further information on this and the extension of the scheme would be made available when it was received.
- 8.22 Members also commented that the Southwark Pool Bike scheme was underutilised, this should be looked at to see how it could be made simpler,

especially with the need to save money and the high cost the Council incurs on taxis.

What is the cabinet member doing to provide coherent cycle routes through Southwark? (Cllr. Graham Neale) (Qu 42)

- 8.23 Councillor Neale explained to Councillor Hargrove that the Rye Lane contra-flow scheme was not good for cyclists because of the road hierarchy. Councillor Hargrove suggested that pedestrians and cyclists needed to work together with give and take on both sides to make the scheme work. A similar problem existed at Burgess Park where there was no cycle lane. Councillor Neale suggested that this should be looked at again in terms of coherence of cycle routes.

What can be done to persuade TFL to improve on failing bus routes such as the P12 which instead of running buses every 10 minutes is running them with service gaps of 30 to 50 minutes and dangerously overcrowded at school run times? (Cllr Renata Hamvas) (Qu 43)

- 8.24 Councillor Hamvas explained that there was a particular problem with this bus route, and there were a number of other routes with difficulties. She requested information on how this could be influenced. Councillor Hargrove commented that the TFL consultation process had got much better and that responding to their consultations worked.
- 8.25 Barbara Selby, Head of Transport Planning encouraged Members to send her specific evidence of overcrowding on bus route, i.e. dates and times, as she was often called on to give evidence to TFL and could use this information if she had it to hand.

With the current austerity measures, do you think it's likely that the Mayor will abandon his plans to scrap the bendy buses (These are very popular with Southwark's users) (Cllr Renata Hamvas) (Qu 44)

- 8.26 Councillor Hargrove confirmed that it had been officially announced the bendy buses would be removed from service during 2011. Members queried whether they would be replaced with sufficient capacity. Councillor Hargrove responded that given the scale of TFL budget cuts he was unsure what would happen, and added that the withdrawal of bendy buses was a manifesto commitment by the London Mayor.
- 8.27 It was agreed that Barbara Selby would check what date the bendy buses would all be withdrawn by.

What plans are there for temporary green spaces to be introduced on demolished building sites in the major regeneration programmes? (Cllr Tim McNally) (Qu 20)

- 8.28 Councillor Hargrove confirmed that he was open to suggestions and ideas on this issue.

Southwark has achieved 8 Green flags and very nearly achieved 9 under the previous executive members leadership. Can the cabinet member tell us of his plans in winning Green Flags for Southwark green spaces and specifically whether he will push Sainsbury's to achieve this standard for St.Francis park provided by them for Southwark? (Cllr James Barber) (Qu 19)

8.29 Councillor Barber enquired as to whether the council could enforce standards on St Francis Park under the section 106 agreement which would have been reviewed when Sainsburys expanded 2 years ago.

8.30 Simon Bevan undertook to look into this issue.

Does the cabinet member believe his administration's commitment to double the recycling rate to 40% by 2014 will be met, and if so how will this challenging target be met? (Cllr Kevin Ahern) (Qu 3)

8.31 Discussion took place on the date of the benchmark from which the "double up" target was taken for the manifesto pledge.

8.32 Councillor Hargrove confirmed that the double-up target was 40%

What is the latest on the MUSCo? (Cllr Tim McNally) (Qu 5)

8.33 Councillor McNally stressed that the MUSCo had implications for a number of peripheral estates in addition to the major regeneration programmes. Councillor Hargrove confirmed that he was in detailed discussions about delivering this and the preferred bidder was currently being evaluated.

Many residents in the weekly food waste & fortnightly residual rubbish 'pilot' areas have said the system is overly complicated and it would really help to have the option of blue wheelie bins to replace their multiple blue bags and boxes – can the cabinet member give his view on this request? (Cllr James Barber) (Qu 7)

8.34 Councillor Barber asked for more information about the possibility of introducing blue wheelie bins soon where residents were asking for them. Councillor Hargrove responded that he was keen to simplify collections but at the moment the trucks were not capable of collecting from wheelie bins on some rounds. He went on to explain that the evaluation of the pilot would take place when it ended in April. Members suggested that this would not allow time to vary the contract if changes need to be made.

8.35 Councillor Barber requested information on whether the tonnage of recycling had increased. It was explained that this data would be available in the next two weeks and would be provided to members of the sub-committee.

How do you foresee implementing the food waste recycling scheme on estates? (Cllr Renata Hamvas) (Qu 9)

8.36 Councillor Hamvas asked if it would be possible to design in chutes for recycling in

new build developments and asked what the plans were for this. Councillor Hargrove responded that it would be good to get recycling designed in through supplemental planning policies and he was hopeful that it would be possible to improve the planning guidance on this.

8.37 With regard to food waste in flats he confirmed that the 25 year contract with Veolia did not include this and that it was beyond the vision at the time the contract was drawn up. He confirmed that he would like to be able to offer that service.

8.38 Councillor Barber enquired whether it would be possible to pilot organic “bring” sites. Councillor Hargrove said he would be happy to discuss this further.

How much carbon is being emitted as a result of the new organic waste pilot? (Cllr James Barber) (Qu 10)

8.39 Councillor Barber asked about the impact of the lorries making the 100km round trip to take organic waste to Greenwich. Councillor Hargrove explained that although the lorries were making long trips this was more than made up for by the amount of waste that was being diverted from landfill.

Unnecessary packaging of supermarket items contributes heavily to domestic waste.

a) Will enforcement officer consider prosecutions to encourage supermarkets to minimize packaging?

b) Are there any cross border, cross London strategies being considered to force supermarkets to play their part in the reduction of refuse? (Cllr. Norma Gibbes) (Qu 12)

8.40 Councillor Morrissey asked if it was possible to campaign on the packaging issue. Councillor Hargrove explained that lots of the large supermarkets had signed up to the Courtauld Commitment 2 and that it was preferable to have a dialogue to encourage behaviour in a certain direction.

8.41 Councillor Barber suggested that this issue could be taken up with London Councils and this was agreed as a way forward.

8.42 Councillor Hamvas asked about the position with local independent vendors. It was suggested by Councillor Hargrove that this would best be tackled through trade groups.

What is the cabinet member doing to reduce the environmental consequences of providing meat & dairy products at council events, and does he plan to increase the proportion of plant-derived food provided by the Council at events and in the Council’s café? (Cllr Graham Neale) (Qu 13)

8.43 Councillor Neale suggested that the council should play a role in reducing the use of meat and dairy products. It was agreed that the local authority should set an example on this issue.

The previous executive member set in place the process to ensure the

majority of Southwark vehicles fleet has side guards. Great achievement. Will the cabinet member build on this and ensure that Southwark makes the strongest representation to Veolia when it replaces the majority of its vehicles fleet in May/June that it has side guards installed to dramatically reduce the risks for cyclists and pedestrians in Southwark of going under their vehicles rear wheels? (Cllr James Barber) (Qu 15)

- 8.44 Councillor Barber enquired whether the new fleet would have artwork. It was agreed that the artwork was much admired and it would be a shame to lose it.

We have heard evidence that the provision of the free bulk-waste collection service reduces fly-tipping and increases participation by residents – will the cabinet member commit to retaining this as a service free to residents? (Cllrs Time McNally & Renata Hamvas) (Qu 16)

- 8.45 Councillor Hargrove confirmed that the issue of free bulky waste collections had been considered and that to date no decision had been taken.

Please could the member highlight what the full green audit will comprise of and measure? (Cllr Tim McNally) (Qu 18)

- 8.46 Councillor Hargrove confirmed that the green audit had been completed. Members were eager for it to be pushed through all available channels.

What is the Cabinet member doing to improve the energy efficiency and therefore reduce the carbon emissions of domestic properties in Southwark? (Cllr Tim McNally) (Qu 22)

- 8.47 Councillor McNally requested information on whether the loft insulation programme had started. He was informed that it had, and requested that it be completed quickly

What are the future plans for council workers using petrol engine hand held leaf blowers. This appears to be at odds with other council green policies (Cllr Tim McNally) (Qu 26)

- 8.48 Councillor McNally explained that this question was from a member of the public and the response would be sent on to that individual.

What plans is the Cabinet Member for Transport, Environment & Recycling bringing forward as part of the Market's strategy? (Cllr. Kevin Ahern) (Qu 28)

- 8.49 Members discussed how to reduce the market deficit. It was explained that there was a threefold approach underway. Fees had been increased recently, staff were looking at ways of increasing stall take-up and generally increasing footfall in the markets.

- 8.50 Members suggested that if the deficit was disaggregated it would be more meaningful for local councillors.

**What is he doing to support markets across the borough? (Cllr Tim McNally)
(Qu 29)**

- 8.51 Members suggested that because of the trade down turn at the Blue the market traders could have a rent free period. Councillor Hargrove explained that it would be inappropriate and unacceptable to favour one group of traders above another, but did invite the traders from the Blue to make their case directly.

How does the cabinet member plan to resolve the impending grave shortage next summer/autumn? (Cllr James Barber) (Qu 45)

- 8.52 Councillor Hargrove informed the sub-committee that a report would be going to cabinet in December detailing possible options as the council would run out of space next April.

Does the cabinet member have any plans or has he received any officer advice or suggestions to privatise Marina docks? (Cllr James Barber) (Qu 46)

- 8.53 Councillor Hargrove informed members that the options were to be considered as part of the budgetary process.

THE CUT – AREA BASED SCHEME

Antonia Simpson – Project Manager

THE CUT REFURBISHMENT

LONDON BOROUGH OF SOUTHWARK



THE CUT – LOCATION MAP









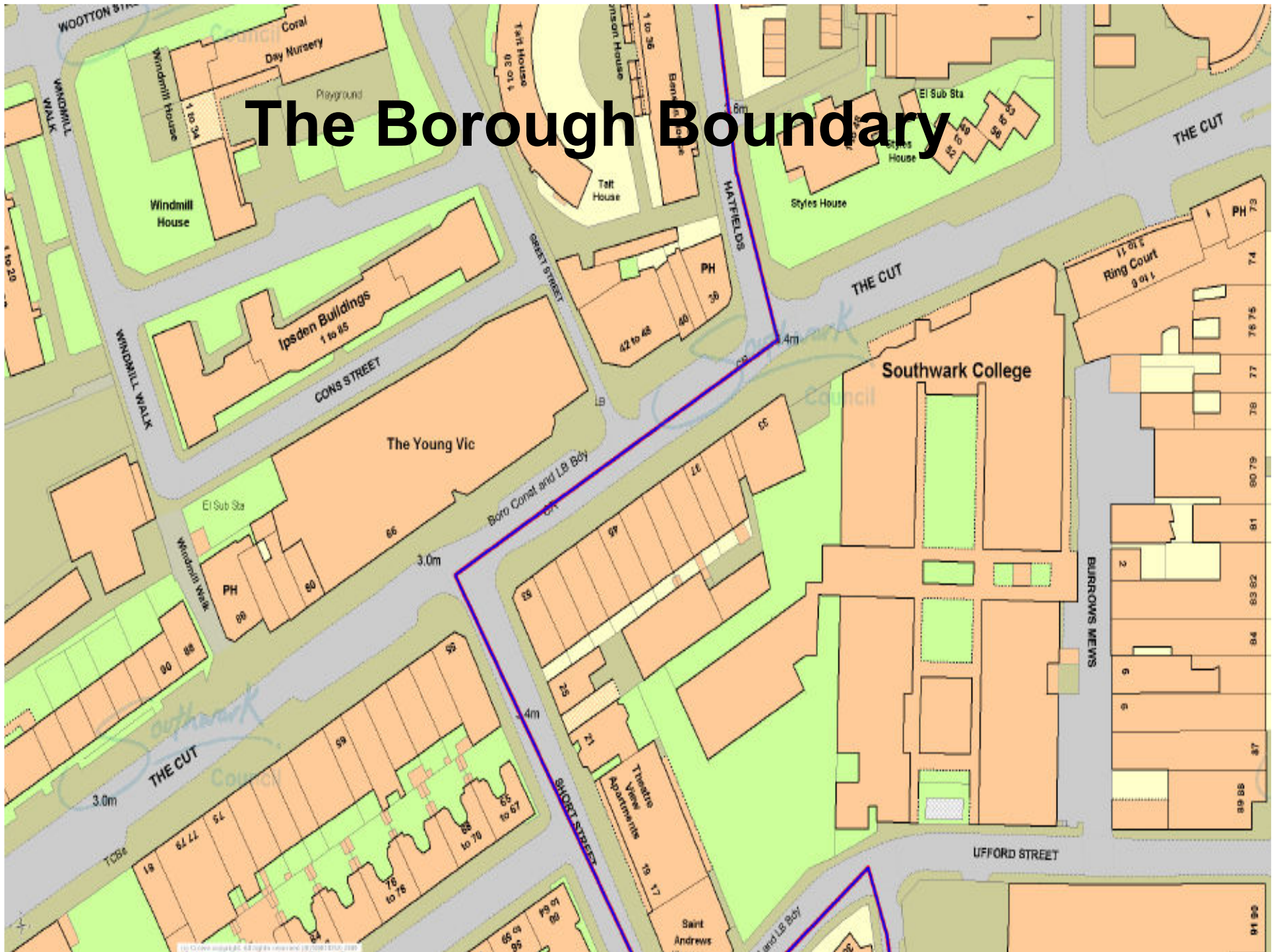








The Borough Boundary



THE CUT – LOCATION MAP



Challenges and scheme objectives

1. To improve pedestrian access in the area
2. To improve the function of The Cut as a pedestrian route between Waterloo and Southwark
3. To improve the quality of the public realm for residents, visitors and people working locally
4. To improve the perception and reality of safety for people walking through the area
5. To improve the trading environment for businesses in the area
6. To encourage the use of sustainable travel

Cross Borough Issues

- 1. Differing policy, approaches and accountabilities**
- 2. Different practises for delivery (construction methods, contracts)**
- 3. Organisational priorities and culture**
- 4. Politics**
- 5. Communication**
- 6. Obtaining general consensus without compromising on quality**

What cross borough equated to on the ground

- **Different paving**
- **Different light columns**
- **Different waste management arrangements**
- **Two street drinking policies**
- **Different parking meters (with different charges)**
- **A range of street clutter**
- **Numerous signs and styles of signs**

Timeline

Initial Report	Commissioned 2004
Step 1 Submitted	November 2005
Step 2 Submitted	February 2006
Contractor Appointed	March 2007
Scheme Commencement	March 2007
Scheme Completion	March 2008

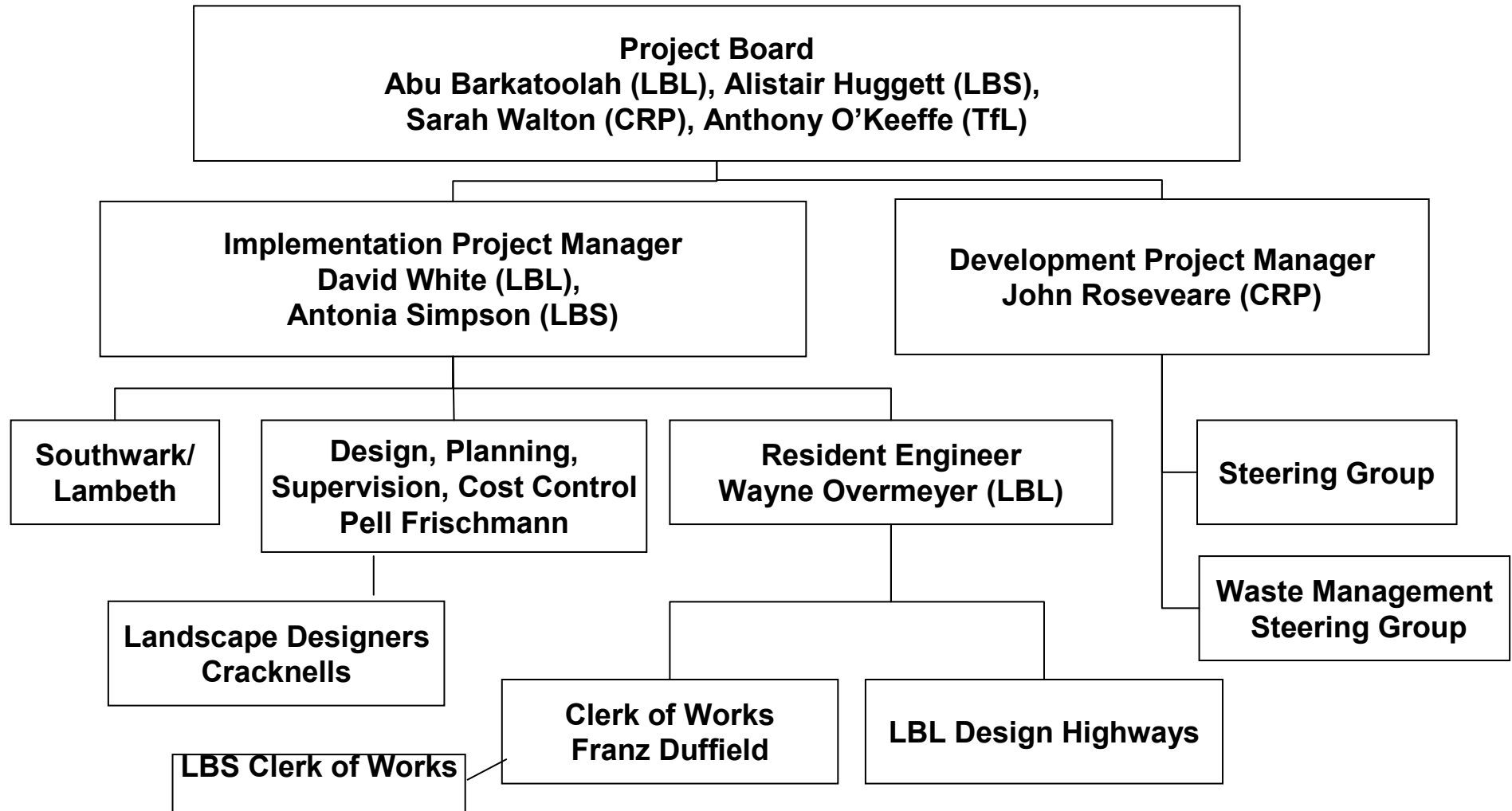
Our approach

- 1. Project governance**
- 2. Communication**
- 3. Clarity of roles**
- 4. Step by step engagement**

Governance

- **Put in place a management structure through which decisions could be made.**
- **The structure had representation from both boroughs**
- **Identified clear roles and responsibilities**
- **Acknowledgement of different set of skills required for different stages of project**
 - **Design/Consultation/Funding (CRP)**
 - **Implementation (2 Key Project Managers)**

ORGANISATIONAL CHART



Project Board

Monitor progress, costs, programme, design

Strategic – not day to day operations

- **Head of Service – (Abu Barkatoolah - LBL)**
- **Frameworks and Implementation Manager – (Alistair Huggett - LBS)**
- **Assistant Director – (Sarah Walton - CRP)**
- **Assistant Programme Manager – (Anthony O’Keeffe, TfL)**

Project Steering Group:

- **Local Community Representation**
- **Local Business Representation**
- **TfL Representation**
- **Design Representation – Engineers (Pell Frischmann), Architects (Cracknell)**
- **Local Authority Representation**

Roles and Responsibilities

CRP

- **Led early design**
- **Made submissions to TfL**
- **Budget holder and budget management**
- **Funder Liaison**
- **Managed steering group**

Roles and Responsibilities

Southwark - Design

LBS led with continuous LBL input

Sought agreement and consensus for all aspects of the project design (waste mgt/ lighting/ signage/ trees).

Managed Waste Management Strategy for The Cut

Liaison between boroughs

Lambeth - Construction

LBL led with continuous LBS input

Value engineering and contract mgt

Construction and Site management

Communication

- **No assumptions were made on the status quo and a no blame culture developed for the project team.**
- **Ongoing liaison between numerous departments
(not resource light was the outcome of many meetings and require trust and corporation from both boroughs)**
- **Appointed Waterloo Community Development Quarter - lead consultation body for the local community and the Waterloo Business District for business liaison.**
- **Structured and direct communication with all stakeholders**
- **Clear lines of communication (one voice and story told not two)**
- **Weekly meetings with daily contact**

Cross Borough Working throughout the project

Joint approaches agreed for

- **Thames Water**
- **Communications**
- **Utility Companies**
- **Waste Management**
- **Contractor Procurement (Conways both LBL and LBS highways term contractor)**

The Outcomes of successful approach

- **The Councils worked in conjunction with CRP to pool expertise to reach a shared objective**
- **An exemplar project demonstrating councils working together and agreeing to streetscape designs and solutions.**
- **A project completed to a high standard that has lasted the test of time.**
- **Able to satisfy and meet the requirements of both boroughs**
- **Real benefits realised for the local communities**
- **Buy in from both boroughs as to the ongoing management and maintenance.**

OBJECTIVES → DESIGN

- **Traffic calming measures to create self-enforcing 20mph zone**
- **Widening and repaving existing footpaths**
- **Improving lighting**
- **Installing 38 new cycle racks and new benches**
- **Installing solar powered parking metres**
- **Planting 48 trees**
- **A new waste management system**
- **Decluttering and a single approach for signage**

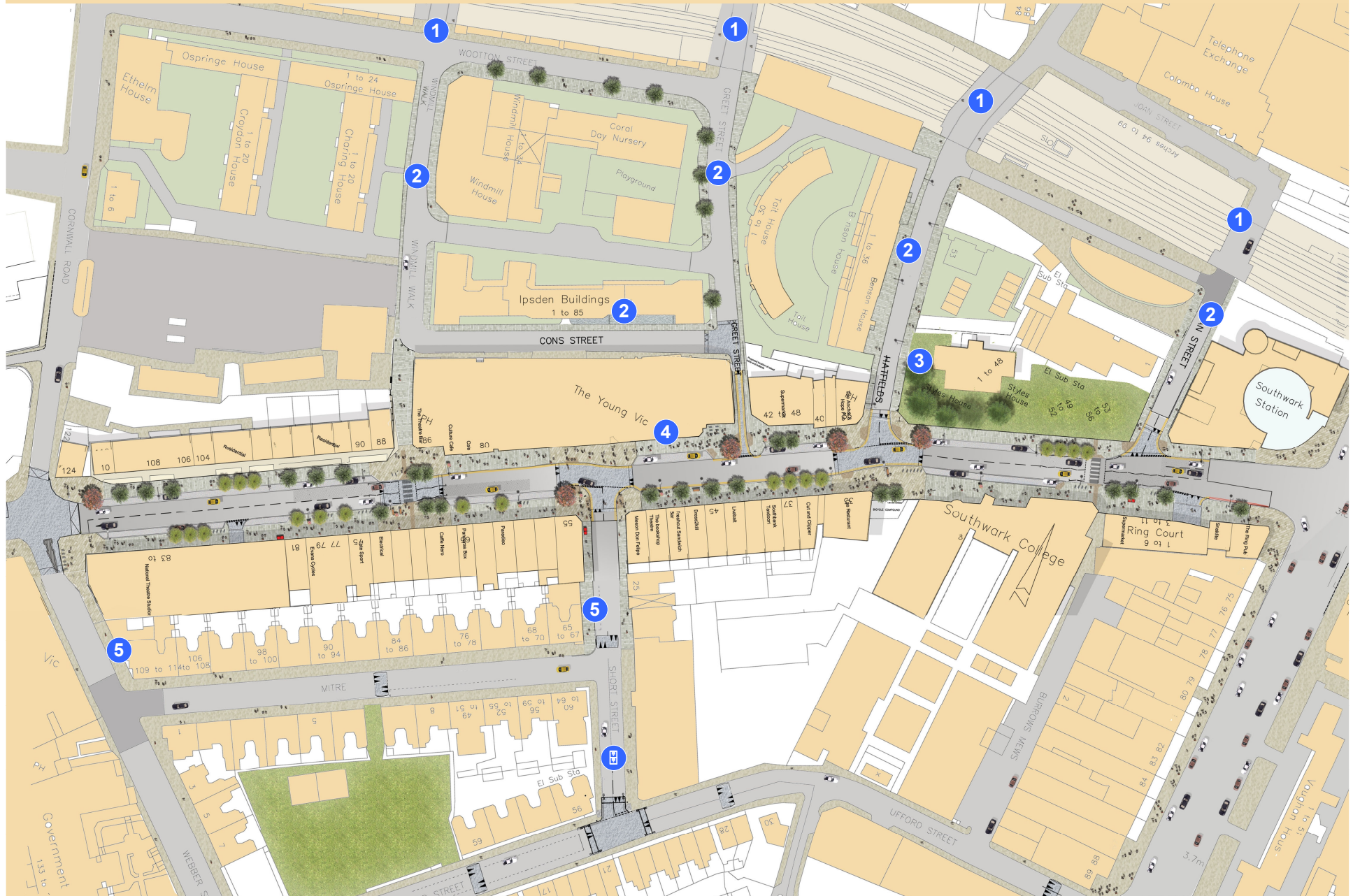
1 LET Viaduct Enhancements

3 The Cut Greening Scheme

5 The Cut 20mph Zone

2 The Cut Side Street Improvements

4 The Cut – Core Scheme



THE CUT – BEFORE AND AFTER



















Awards

The London Planning Awards - Best project to protect communities

BEX Awards 2008 – Best collaboration

Highly Commended London Transport Awards



**CROSS RIVER
PARTNERSHIP**

