

Environment, Transport, Communities and Citizenship Scrutiny Sub-Committee

Tuesday 16 November 2010
7.00 pm
Town Hall, Peckham Road, London SE5 8UB

Membership

Councillor Tim McNally (Chair)
Councillor Renata Hamvas (Vice-Chair)
Councillor Kevin Ahern
Councillor James Barber
Councillor Sunil Chopra
Councillor Norma Gibbes
Councillor Graham Neale

Reserves

Councillor Patrick Diamond
Councillor Gavin Edwards
Councillor Paul Kyriacou
Councillor Adele Morris
Councillor Helen Morrissey

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Contact

Karen Harris on 020 7525 0324 or email: karen.harris@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Annie Shepperd

Chief Executive

Date: 8 November 2010



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Order of Business

Item No.	Title	Page No.
	PART A - OPEN BUSINESS	
1.	APOLOGIES	
2.	NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT	
	In special circumstances, an item of business may be added to an agenda within five clear working days of the meeting.	
3.	DISCLOSURE OF INTERESTS AND DISPENSATIONS	
	Members to declare any personal interests and dispensation in respect of any item of business to be considered at this meeting.	
4.	MINUTES	
	To approve as a correct record the Minutes of the meeting held on 13 October 2010	To follow
	DISCUSSION OF ANY OTHER OPEN ITEMS AS NOTIFIED AT THE START OF THE MEETING.	
5.	THE EDGES OF THE BOROUGH SCRUTINY - GOOD PRACTICE	1 - 5
	Good Practice example "The Cut" scheme.	
6.	RECYCLING SCRUTINY - PLANNING POLICIES	6 - 7

7. RECYCLING SCRUTINY - WEMBLEY CITY PROJECT

DVD showing innovative practice at Wembley City.

8. QUESTIONS TO CABINET MEMBER - BARRIE HARGROVE

8 - 11

DISCUSSION OF ANY CLOSED ITEMS AS NOTIFIED AT THE START OF THE MEETING AND ACCEPTED BY THE CHAIR AS URGENT.

Greening

Nearly 50 trees of three different species have been planted on The Cut, helping to improve local biodiversity and lower the impact of CO2 emissions in the area. This is an exceptional greening initiative for a highly urbanised area in central London. Two greening projects have been identified along The Cut and through consultation with local residents the way forward for the projects was agreed.

The scheme has benefited from a number of sustainable initiatives: the rubble removed from the site has been recycled into material for road construction; the new lighting is significantly more energy efficient and the parking meters are solar powered.

Waste Management

Waste management was highlighted at the outset of the programme by businesses and residents alike as a clear opportunity to improve the streetscape through reducing and recycling business waste in line with sustainability principles. Businesses stored waste on the street in often poorly maintained receptacles, blocking both the footpaths and the view of the street.

Following extensive consultation and investigation, a new waste management operation has been established.

Time restricted collections have been introduced when businesses are permitted to put waste in bags or bins, on the street for collection at points denoted by refuse markers. No waste is permitted to be stored or placed on the street by businesses outside these hours.

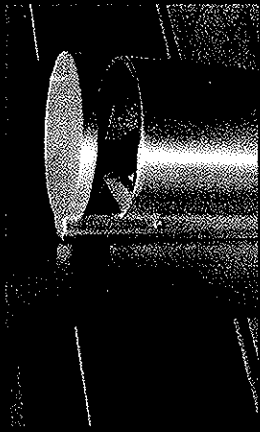
Waterloo Quarter Business Alliance will be introducing a recycling scheme to support business in improving their environmental credentials and the continuing sustainability of The Cut.

the cut

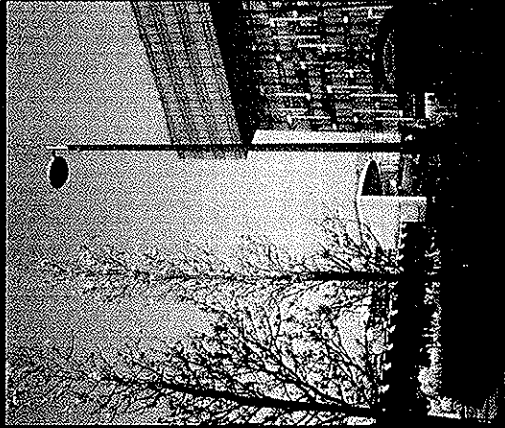
THE DESIGN

Key Themes: Sustainability Accessibility

The project's emphasis on sustainable forms of transport, such as walking and cycling, sets it apart from other major transport projects in London. Footways have been widened and outdoor dining has been encouraged through demarcation of areas on the footway for all businesses. Piazzas have also been created at the key nodes. Street furniture has been rationalised to ensure that clear footways have been provided in line with the new waste management scheme.

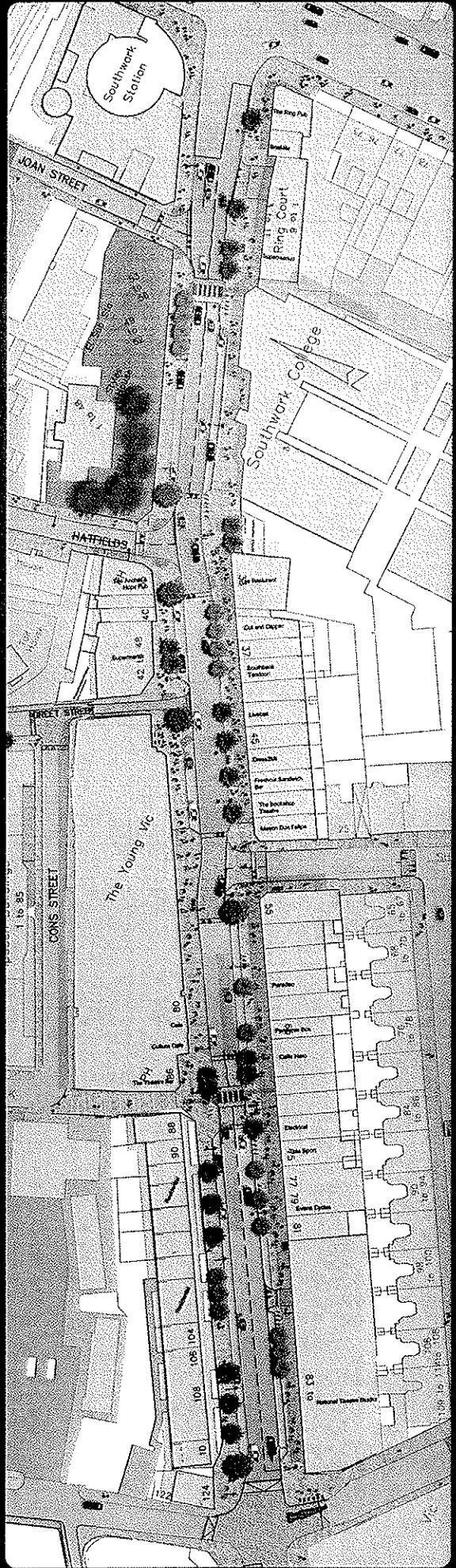


High spec materials have been used throughout the project to ensure that this high profile street has been refurbished to the highest standard. York Stone has been laid to the piazzas, with granite setts used for the raised tables and parking bays and Woodhouse Geo lighting columns, bins and seating have been installed to create a high quality public realm.



Traffic Management: Shape of street

By installing raised tables and redesigning the road layout, The Cut is now a self-enforcing 20mph zone which will also reduce the number of vehicles using the route as a rat run. This means that vehicles will no longer dominate The Cut, which, when combined with wider pavements, allows pedestrians and cyclists to travel through the area with ease. 35 new cycle racks encourage people to travel to this increasingly popular destination by bike.



THE CUT: THE DESTINATION

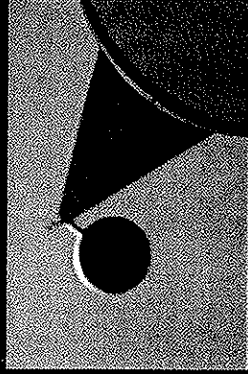
Crossing through both Lambeth and Southwark boroughs and running parallel to the River, The Cut is fast becoming a destination in its own right, a cultural hot spot, hosting an array of shops, restaurants and bars, along with the newly refurbished Young Vic Theatre, the Old Vic and the National Theatre Annex.

The Cut and its surrounding area is characterised by a growing commercial sector, an unusually high residential density for such a centrally located area, a rapidly growing night-time economy and an extensive public transport network. Improving this street has been an ambition of the local community for more than a decade.

THE CHALLENGE

In order to complement the increasing popularity of The Cut as a local focus point, the project sought to address the poor state of the urban realm, such as narrow footways, poor quality lighting, vehicle dominance and lack of planting. Historically The Cut has also been used as a rat run by large volumes of traffic between Waterloo and Blackfriars Roads.

The aim of the project was to refurbish the area to make it a more attractive place for residents, businesses, people who work locally and visitors to the area, through a series of major physical improvements.



THE PARTNERSHIP

The completion of The Cut project is the result of a successful collaboration between delivery partners Cross River Partnership, Lambeth and Southwark Councils, in conjunction with Transport for London, Pell Frischmann, Cracknell, FM Conway, Waterloo Quarter Business Alliance, Waterloo Community Development Group, South Bank Employers' Group, London Remade, EU INTERREG IIB and local residents and business community, to achieve a common objective.

Extensive consultation with local residents and businesses was undertaken at all stages and, as well as incorporating the requirements of the local authorities, the results guided and informed the way the scheme developed. The Cut project is a shining example of diverse sections of the community and local government working together to improve an important area in central London for the benefit of local residents, business owners, and the wider community.

AREA BASED SCHEMES

The refurbishment of The Cut is the first major project to go through Transport for London's Area Based Schemes Step process, from initial design to construction. The Area Based Schemes approach looks at all transport and spatial problems in an area and develops an holistic solution, rather than addressing individual issues in a piecemeal fashion.

Included in this area wide approach are a range of other schemes which seek to improve the area. The Light at the End of the Tunnel programme, has seen the refurbishment of tunnels and arches to the north of The Cut bringing investment to the area and making use of a once redundant space. Regeneration of the side streets to the north of The Cut link the refurbished tunnels and a 20mph zone on Ufford Street, implemented to stop rat running through the area.

FUNDING

Financial support came from the main partners during the design and implementation stages of the scheme. Transport for London contributed some £2m from its LIP funding programme in line with the Area Based Schemes process. NWE INTERREG IIIB Funding was also granted and the street has been redesigned to the highest standard.

The scheme has also attracted additional funds from Cleaner, Greener, Safer, which has funded some aspects of the greening projects linked to the scheme, as well funds from Section 106 and the local authorities.

As a complex project with multiple partner interests there was a long development phase and multi year funding, which enabled full engagement with the local community and the ability to develop an holistic design to address issues comprehensively.

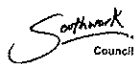
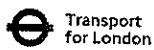
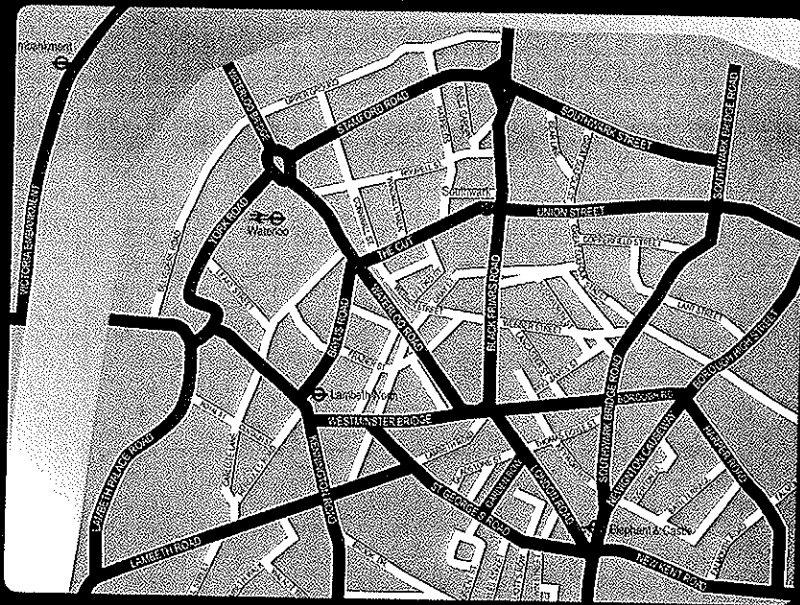
"The upgrading of The Cut has been designed to improve this important link between Waterloo and Bankside for the benefit of all those living and working in the area. To achieve this we have created a more pedestrian friendly space and reduced traffic speeds."

Savas Sivetidis, Director of Cross River Partnership

"TfL is committed to projects that create a more welcoming street environment. This scheme provides real improvements for pedestrians and cyclists, and this will also benefit local residents and traders as well."

Alex Williams, Director for Borough Partnerships, Transport for London

the cut



Planning Policy: Briefing note Recycling in Southwark

October 2010

www.southwark.gov.uk

London

The adopted London Plan (Feb 2008) and the draft replacement London Plan (Dec 2009) require London authorities to set aside land that can be allocated for the treatment of waste. The draft replacement London Plan is due to be adopted in late 2011 following on from its Examination in Public in summer/autumn 2010.

Adopted London Plan (2008)

Policy 4A.21 Waste strategic policy and targets

The Mayor will work with boroughs to:

- increase re-use and recycling and composting of waste, and reduce landfill disposal
- exceed recycling or composting levels in municipal waste of:
 - 35 per cent by 2010
 - 45 per cent by 2015
- achieve recycling or composting levels in commercial and industrial waste of 70 per cent by 2020
- achieve recycling and re-use levels in construction, excavation and demolition waste of 95 per cent by 2020.

Policy 4A.22 Spatial policies for waste management

Boroughs should:

- identify new sites in suitable locations for new recycling and waste treatment facilities, such as MRFs, waste reuse and recycling centres (Civic Amenity sites), construction and demolition waste recycling plants and closed vessel composting
- require the provision of suitable waste and recycling storage facilities in all new developments
- support appropriate developments for manufacturing related to recycled waste

Policy 4A.25

- In their planning policy documents boroughs should identify sufficient land to provide capacity to manage waste apportioned at borough level.

Draft replacement London Plan (2009)

Policy 5.16

The Mayor will work with boroughs to:

- Encouraging the reuse of and reduction in the use of materials
- Exceed recycling/ composting levels in municipal solid waste (MSW) of 45% by 2015, 50% by 2020 and aspiring to achieve 60% by 2031
- Exceed recycling / composting levels in commercial and industrial waste of 70% by 2020
- Exceed recycling and reuse levels in construction, excavation and demolition waste of 95% by 2020

Policy 5.17

- Suitable waste and recycling storage facilities are required in all new developments
- Boroughs must allocate sufficient land and identify waste management facilities to provide capacity to manage the tonnages of waste apportioned

Southwark

The Mayor has set waste processing targets for boroughs through the London Plan. In Southwark's case, the council needs to identify enough land to process at least 243,000 tonnes of waste (municipal as well as commercial) per annum by 2016, 275,000 tonnes by 2021 and 343,000 tonnes of waste by 2031. This will help meet the London-wide target of processing at least 85% of the city's waste within London by 2020.

The council's current plan is the Southwark Plan (unitary development plan). The planning policy team have recently prepared a draft core strategy. This will replace some of the policies in the Southwark Plan. Other policies will be replaced by other development plan documents or area action plans as they are adopted.

The Core Strategy has been submitted to the Secretary of State and been independently examined by a Planning Inspector. The Inspector will be finalising his report in December 2010 and it is expected the Core Strategy will be adopted in early 2011.

Southwark Plan 2007

Strategic Policy 12

All developments should, where appropriate, reduce pollution and improve the environmental performance of buildings especially for energy, water and waste management.

Policy 3.7 – Waste Reduction

All developments are required to ensure adequate provision of recycling, composting and residual waste disposal, collection and storage facilities. The design of waste and recycling facilities must be easily and safely accessible, improving local amenity.

Policy 3.8 – Waste Management

- Existing waste sites will be protected
- New and extended facilities must demonstrate how the best environmental practicable option and principles of sustainable waste management have been applied.

Core Strategy DPD

Strategic Policy 13

Southwark will:

- Increase recycling and composting, reducing landfill and making more use of waste as a resource. By 2015 we will be recycling and composting at least 45% of municipal waste and by 2025 at least 70% of commercial and industrial waste. We are aiming to meet the Mayor's target of recycling or reusing 95% of construction, excavation and demolition waste by 2020.
- Safeguard existing waste sites unless it can be demonstrated that they are surplus to requirements
- Require applicants to demonstrate how they will avoid waste and minimise landfill from construction and use of a development.
- Meet the London Plan waste apportionment target set for Southwark of managing at least 343,000 tonnes of waste by 2031.
- Prepare a new waste management development plan to demonstrate how the waste apportionment target will be met.

The evidence Southwark presented at the examination of the core strategy demonstrated that:

- The integrated waste management site on the Old Kent Road will process 88,350 tonnes of waste pa.
- The Ideal Waste site at 32 Verney Road is capable of processing around 9,460 tonnes of waste pa.
- Using the GLA's generic standard, the residual part of the Old Kent Road gasworks site, may be capable of processing 256,000 tonnes of waste pa, although this is untested.

Sustainable Design and Construction SPD (2008)

Our Sustainable Design and construction SPD supplements the Southwark Plan. With regards to waste it states that:

Waste storage in developments must meet the minimum requirements of Part H of the Building Regulations. Through the use of site waste management plans, 95% of construction waste should be recycled.

**CABINET MEMBER QUESTIONS FOR COUNCILLOR HARGROVE
ENVIRONMENT, TRANSPORT, COMMUNITIES AND CITIZENSHIP SCRUTINY
SUB-COMMITTEE
16 NOVEMBER 2010**

GENERAL

1. Can the cabinet member describe the process for portfolio briefing he followed when he took up his post as cabinet member for Environment and Transport?
2. What does the Cabinet Member for Transport, Environment & Recycling consider to be the biggest threat to Council services in this borough?

RECYLING/REFUSE/FOOD PILOT

3. Does the Cabinet Member for Transport, Environment & Recycling 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?
4. What, if any, feedback can the Cabinet Member for Transport, Environment & Recycling provide on recycling performance right now?
5. What is the latest on the MUSCo?
6. Can the Cabinet Member for Transport, Environment & Recycling help explain the hiatus in Southwark's municipal waste annual recycling rate during the period 2007-08 - 2009-10?
7. 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?
8. What is the timescale for rolling out the food waste recycling scheme borough-wide?
9. How do you foresee implementing the food waste recycling scheme on estates?
10. How much carbon is being emitted as a result of the new organic waste pilot?
11. Co mingling of dry recyclables was planned to be universal by November 2010 but is now planned for November 2011 – why the one year delay and what impact will this have on dry recycling?
12. 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

13. 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?
14. Cllr John said in Southwark News on 21 October 2010 that 'We don't have a very good record of outsourcing in Southwark.....We've had some pretty crappy failures'. Does the Cabinet member think the council's waste partnership with Veolia is one of these failures?
15. 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?
16. 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?
17. What are the plans in terms of cracking down on people who dump bags of domestic refuse in the street?

ESTATE/DOMESTIC ENVIRONMENTAL ISSUES

18. Please could the member highlight what the full green audit will comprise of and measure?
19. 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?
20. What plans are there for temporary green spaces to be introduced on demolished building sites in the major regeneration programmes?
21. Could he highlight which current council estates will be using his manifesto commitment of combined heat and power energy? Please could he give us an idea when they will start?
22. .What is the Cabinet member doing to improve the energy efficiency and therefore reduce the carbon emissions of domestic properties in Southwark?
23. In line with Southwark Labour's manifesto commitment to do so, can the Cabinet Member for Transport, Environment and Recycling update the sub-committee on progress toward opening two air quality monitoring stations?
24. What is the cabinet member doing to stop Thames Water building on Kingstairs Gardens?

- 25. What is the Cabinet member doing to ensure that council tenants can enter the Southwark in Bloom competition while complying with the council's health and safety regulations?
- 26. 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
- 27. Can the Cabinet Member for Transport, Environment & Recycling report back on progress toward delivering the Burgess Park Revitalisation Project?

MARKET STRATEGY/MARKETS

- 28. What plans is the Cabinet Member for Transport, Environment & Recycling bringing forward as part of the Market's strategy?
- 29. What is he doing to support markets across the borough?

HIGHWAYS SAFETY AND MAINTENANCE

- 30. Does he think that road and highways maintenance is a matter for Cabinet or Community Councils?
- 31. Many streets suffer from excessive speeds by motor vehicles – what is your view on area average speed cameras versus other solutions?
- 32. Is the Cabinet member planning to Reestablish “play streets”?
- 33. What is the Cabinet member doing to encourage police enforcement of 20mph 'home zones'?
- 34. Is the Cabinet member looking into ways to reduce the number of parked cars on our streets over the next four years?
- 35. Can the cabinet member commit to publishing annually the web the highway condition data so residents can appreciate why one road is chosen for renewal and repair over another?
- 36. Many traffic signals are poorly designed often not maximising pedestrian green phases when traffic at red – can the cabinet member commit to having all traffic signal timings being placed in the public domain for public review?
- 37. When will residents be able to apply online or via any One Stop Shop for parking permits?
- 38. Can the Cabinet Member for Transport, Environment & Recycling update the committee on the progress of the "Road Permit Network Scheme"?
- 39. What is the Cabinet member doing to reduce car domination of street-scapes?
- 40. 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?

CYCLING

41. 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?
42. What is the Cabinet member doing to provide coherent cycle routes through Southwark?

BUSES

43. 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?
44. 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)

GRAVEYARDS

45. How does the cabinet member plan to resolve the impending grave shortage next summer/autumn?

MARINA DOCKS

46. Does the cabinet member have any plans or has he received any officer advice or suggestions to privatise Marina docks?

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