Open Agenda

Environment Scrutiny Commission

Tuesday 7 May 2024
7.00 pm
Ground Floor Meeting Room G02B - 160 Tooley Street, London SE1 2QH

Supplemental One Agenda

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Date: 2 May 2024

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Agenda Item 6

Item No. 6	Classification: Open	Date: 01/05/2024	Meeting Name: Environment Scrutiny Commission
Report title:		Environment Scrutiny Committee Report - Waste In Parks 2024-25	
Wards affected:		All	
Cabinet Member:		Councillor Catherine Rose Cabinet Member for Leisure, Parks, Streets and Clean Air	

Background

1. Urban parks became critical for maintaining the well-being of urban residents during the COVID-19 pandemic throughout the borough. The post-pandemic environment has seen the trend of greater public use of parks continue and with it several challenges requiring agile adaptive measures in response. A key issue of challenge being the management of waste in several of our parks.

2. This paper sets out the current arrangements for waste collection and recycling , and highlights the interventions applied to strengthen standard contract provision in advance of a full review of the grounds maintenance service taking place this year.

Current Service Provision

3. There are currently 1013 of the standard bins strategically located in Southwark's 97 park sites (including 4 cemetery sites) with a capacity of 90 litres per bin. In addition, 50 larger euro bins, with a capacity of 1100 litres each, have been utilised during and post-pandemic to supplement waste collection in major parks in identified hotspots, where groups of people typically gather and standard bins have experienced overflow issues e.g. Dulwich Park, Peckham Rye Park, Belair Park, Tanner Street Park, Bermondsey Spa Gardens, Russia Dock Woodland and Brunswick Park.

4. As a legacy of former arrangements, there remain a small number of the old Dog Waste Bins (dog waste since collected as part of general litter). We have some larger 'Nexus' bins in Burgess Park and a few other parks with high footfall, however these are difficult to empty by just one litter operative.

5. In 2022, two standard bins were replaced with bins with a wider opening to better accommodate pizza boxes which are a particular problem at Tanner Street Park.

Definition

6. In relation to the Contract "litter", "litter picking", "debris removal", "cleansing" and any reference to debris or arisings from works covers the definitions of both the 1983 Litter Act and the 1990 Environmental Protection Act (Part IV) and include "anything whatsoever that it is thrown down, dropped or otherwise deposited in or on any place in the open air".

7. This includes:
    - The removal of litter, debris, leaves from all non-sports hard surfaces, plant beds and hedge bases, canine faecal matter, animal carcasses, accident debris, cans, cartons, cigarette ends, paper, polythene, boxes, timber, metals, plastics, glass, tins, clinical waste, hypodermic syringes and such "sharps".

    - Fly tipping or any accumulation of rubbish less than three cubic Metres or capable of being lifted by two operatives into a pick-up vehicle.

8. All bagged materials deposited on Park sites are covered by this definition and are removed as part of the litter clearance operation:
    (i) The emptying of all litter bins.
    (ii) The collection, storage and return of shopping trolleys.
    (iii) The disposal of all litter and arisings to approved disposal sites for the particular form of debris, in full compliance with the "Environmental Protection (Duty of Care) Regulations 1991" in the transfer and disposal of all extraneous matter.

Collections

9. Collections are undertaken by Southwark's grounds maintenance contractor Quadron Idverde (QI) according to the terms of the contract (extended for 3 years October 2023) according to a tiering system.

10. The standards applied to the contract and tiering system are defined by the Environmental Protection Act Code of Practice (Environmental Protection Act (EPA) 1990 Part IV):

Table 1 - Standards

EPA Code of Practice	
Grade A	No litter or refuse
Grade B	Area predominantly free of litter and refuse, apart from small items such as cigarette ends and ring pulls
Grade C	Widespread distribution of small item (as above) and larger items including beverage containers, fast food packs, animal faeces etc.
Grade D	Heavily littered with small and large items, with accumulations along boundaries and in "hot spots

11. QI maintain the cleanliness standard required 365 days a year in the categories below.

Table 2 – Tiering (Summary - Litter/bin empting before 10am & before 15.30pm daily 7 days per week tier 1 & 2 sites, tier 3 sites once per day)

Tier 1 (Zone 1) – Major Parks
a) A permanent presence providing a full litter clearance to be completed by 10.00am and thereafter two complimentary clearance operations at regular intervals of 3 hours throughout normal working hours i.e. 07.30 – 16.30, 7 days a week.
b) The provision of a responsive litter clearance service in the event of an Authorised Officer inspection identifying an EPA standard failure or a customer service request. The Provider will provide a responsive service that will return the standard of cleanliness in that area to Grade A in accordance with the following response times: Grade B − 6 hours Grade C − 3 hours Grade D − 1 hour
Tier 2 (Zone 2) – Predominantly Local Parks/Gardens
a) A twice-daily presence providing a full litter clearance to be completed by 11.00am and a complimentary clearance operation after an interval of at least three hours, 7 days a week.
b) The provision of a responsive litter clearance service in the event of an Authorised Officer inspection identifying an EPA standard failure or a customer service request. The Provider will provide a responsive service that will return the standard of cleanliness in that area to Grade A in accordance with the following response times: Grade B − 12 hours Grade C − 6 hours Grade D − 3 hours
Tier 3 (Zone 3) – Other Open Spaces
a) A daily full litter clearance to be completed by 12 noon, 7 days a week. Litter Clearance and Fly-tipping continued… b) The provision of a responsive litter clearance service in the event of an Authorised Officer inspection identifying an EPA standard failure or a customer service request. The Provider will provide a responsive service that will return the standard of cleanliness in that area to Grade A in accordance with the following response times: Grade C − 12 hours

Grade D − 6 hours

Late Litter Service

12. In addition to the above, prior to 2016, the grounds maintenance contract also provided a “late litter” service where bin emptying and litter picking went on into the early evening. This limited the volumes of litter visible on the sites the following morning during peak use periods. The cost of this provision at the time was £50,000. This provision was taken as a saving in 2016.

13. A reduced form of this service was used as a contingency measure during the Covid lockdown to mitigate the high levels of litter generated through the 20-30% increase in parks use. The additional cost pressure was in the region of £25-£35K.

14. Post-pandemic, the service has been informally in operation in the spring/summer months and is now agreed as a formal re-edition in the grounds maintenance contract (See Next Steps).

Waste transfer

15. QI are required to deposit all general and green waste materials (excluding waste recycled in parks) to the waste facility located at Devon Street, managed by Veolia.

16. QI bear all related waste disposal costs. The current cost for which is £185 per tonne.

Figure 1 – General Litter collected/processed 2022-23 & 2023-24 (post-COVID)

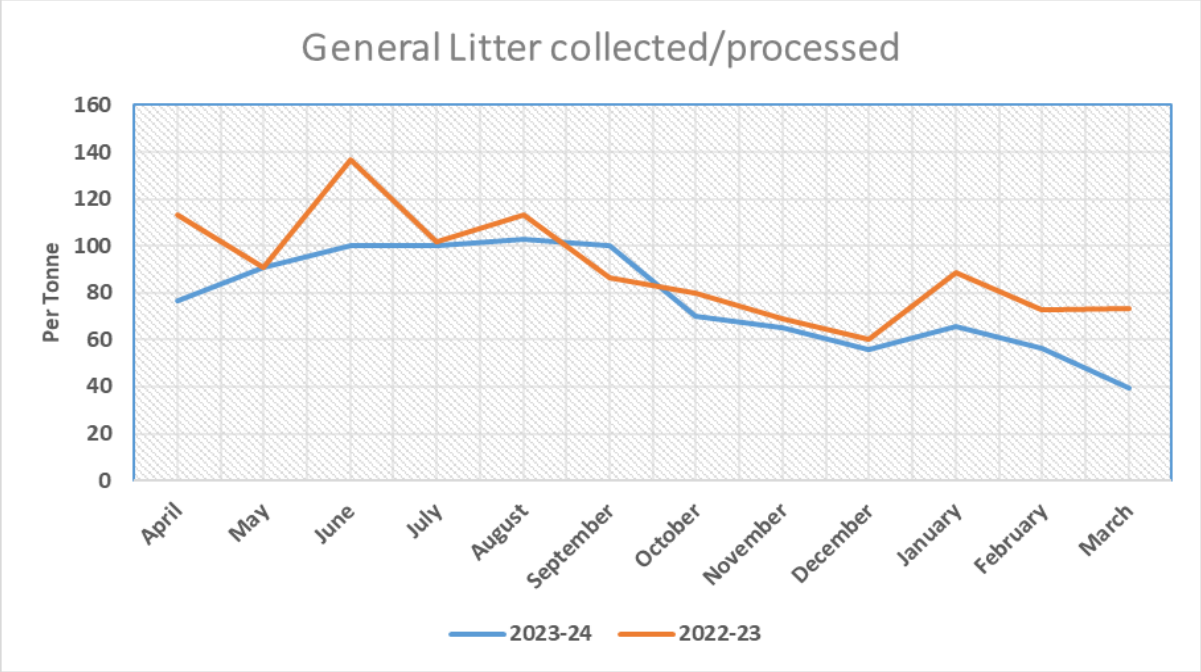


Table 3 - **General Litter collected/processed & contractor costs 2022-23 & 2023-24**

	2023-24 per tonne	Contractor cost (£)	2022-23 per tonne	Contractor cost (£)
April	76.4	£ 14,134	113.18	£ 20,938
May	90.76	£ 16,791	90.75	£ 16,789
June	99.82	£ 18,467	136.52	£ 25,256
July	99.9	£ 18,482	101.49	£ 18,776
August	102.74	£ 19,007	113.18	£ 20,938
September	99.91	£ 18,483	86.42	£ 15,988
October	69.86	£ 12,924	80.06	£ 14,811
November	65.2	£ 12,062	68.86	£ 12,739
December	56	£ 10,360	60.3	£ 11,156
January	65.48	£ 12,114	88.4	£ 16,354
February	56.32	£ 10,419	72.88	£ 13,483
March	39.56	£ 7,319	73.36	£ 13,572
Annual Total	**921.95**	**£ 170,561**	**1085.4**	**£ 200,799**

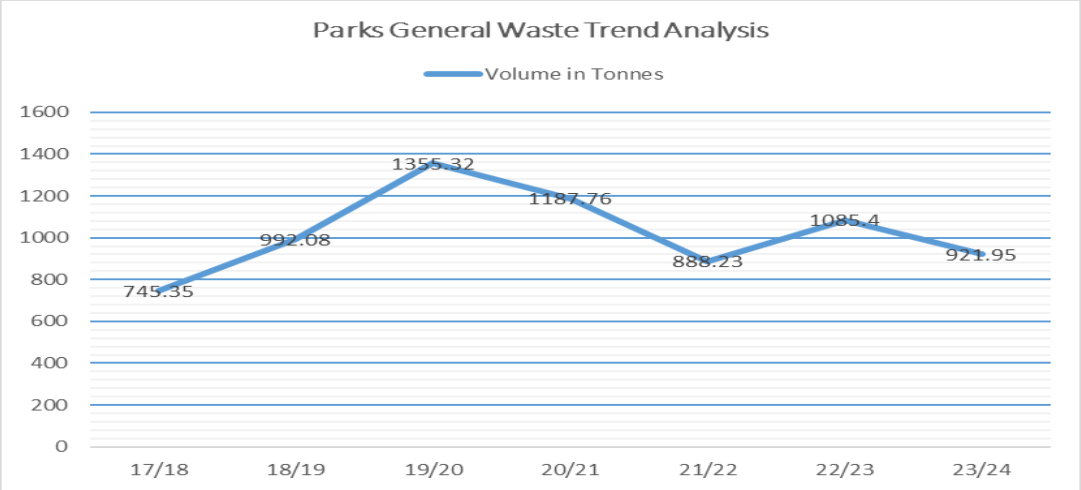
17. As evidenced in Table 3 litter collections decreased by 163.45 tonnes from 2022 to 2023 (15%) with an associated cost reduction to the contractor of just over £30K.

18. The contract has been priced on an assumed average figure per annum, based on a five years previous tonnage, therefore QI will experience a spectrum of cost liability (risk and benefit) over the duration of the contract (for the last 3 years QI have used some savings from a reduction in waste collected to contribute towards the supply of a dustcart to enable the emptying of the Eurobins).

19. The variation is explained by the differing weather conditions experienced between the spring/summer periods of 2022 (dry and warm) and 2023 (variable) and the associated impact on park visitors and the duration of their visits.

20. The general trend illustrated in Figure 2 shows the impact of the COVID-19 lockdowns on litter collection 2020 & 2021 and the heat wave of 2022.

Figure 3 – Trend Analysis 2017-2023



17/18	18/19	19/20	20/21	21/22	22/23	23/24
745.35	992.08	1355.32	1187.76	888.23	1085.4	921.95

Recycling

21. The vast majority of green waste produced through parks operations is recycled in our parks in composting facilities at contractor depots. Grass, leaf litter, other arisings etc. are used to produce compost, which is used seasonally on park borders in order to ameliorate growing conditions. Any green waste that is sent to the waste facility is also sent for composting by Veolia.

22. Green waste produced through arboricultural operations is also recycled. The majority of wood chips are sold to produce wood pellets for heating systems, with smaller volumes used by Southwark's Housing Grounds Maintenance teams and QI for composting.

23. Logs are retained in parks wherever practicable, however those recovered from site and stored at the tree waste site are often delivered to stakeholders for use in community projects.

24. Mixed Municipal Bulky Waste e.g. fly-tipped items such as furniture and household appliances are sent for external sorting with around 50% extracted for recycling. Any Hazardous Waste collected is sent for disposal as this cannot be recycled.

25. Very little (1-2%) of general litter is extracted for recycling, however un-recyclable material is transferred to national sites by Veolia where it is converted to electricity through a combustion process.

26. Increasing recycling rates from general litter collected will form a key area of focus when parks operations are reviewed during 2024 and reported to Cabinet (see paragraph 33).

Volunteering

27. There has been an increase in groups who want to volunteer to pick up litter and QI have facilitated this with bin bags and litter-pickers. Groups vary from pre-organised friends of parks to corporate volunteers and community payback activity. Whilst this additional input is welcome, it should be considered as added value and supplementary to the core service.

Challenges

28. In providing an annual litter clearance service across the seasons, it is important to consider proportionality and to obtain an appropriate balance between capacity, cost and complaint levels. With this in mind, there will always be a small number of days per year where litter levels will exceed capacity. This is accepted across all parks nationwide. The level of service will always be dictated by the degree of organisational tolerance to litter related complaints, versus the extra cost of increased capacity.

29. **Weather:** During periods of good weather it is often difficult to stay on top of litter produced by multiple groups of people. As previously referenced, since 2021 50 euro bins have been deployed to tackle this. The cost for this element of the service is currently £20,800 for a 6 monthly period which has been deployed on an ad hoc since the pandemic.

30. **Events and litter impacts:** Large planned events also have the potential to increase volumes of discarded litter. This has the potential to overload standard bin capacity and also add significant time to litter picking duties. This is usually mitigated and resourced by the event organisers through pre-agreed arrangements set at the point of being given permission to hold the event in the first instance.

Monitoring

31. Parks officers and mangers are in regular contact with QI local management to address hot spot issues as they arise. Complaints referencing litter are also analysed in order to inform the strategic deployment of standard and euro bins in order to provide an agile service in a dynamic park user environment.

Review

32. The approach to litter management will be included in a comprehensive review of parks operations informing a Gateway Zero report for the Future Direction of Service to Cabinet later this year.

Appendix 1 – Litter Bin Provision

Litter bin type	Number	Capacity	Image
'Chieftain' (by Glasdon) – *standard provision across all parks*	1013	90 litres	
Eurobin – *strategic deployment for large visitor numbers*	50	1100 litres	

Environment Scrutiny Commission

Scrutiny Review Report: Sustainable Freight

May 2024

Contents:

1 FORWARD

In the current culture wars, the concept of government or local authorities influencing which mode of transport is used for travel and the delivery of goods has been dressed up as a new phenomenon. However, this is not the first time that transport and, in particular, modal shift has been highly politicised. Whilst rail travel and freight declined in the post war era, from 1979, there was a politically motivated concerted effort to encourage modal shift away from rail and towards individual motorised road transport.

Cycling had also declined in the post war era, but in 1981 the GLC was elected on a programme which included significant investment in cycling infrastructure. However, that was largely quashed when, five years later, the GLC was abolished. There would be little further progress for another 2 decades, during which more and more public space would be ceded to unprecedented numbers of ever larger private vehicles, and cycling would become a marginalised and dangerous pursuit for the brave.

Modal shift to individual motorised transport was marketed as a great freedom, although it in fact played its part in the growth of household debt, boosting the profits of private banks and the control that they would have over people's lives. Meanwhile, from the 1980s this shift was prioritised, including in the transportation of goods, as a tool to undermine trades unions that had more sway on the railways than in the road haulage sector.

Even as specific political motivations have faded, we still face the legacy of decades of underinvestment in rail whilst successive governments have continued to prioritise motorised road transport and the ongoing sacrifice of public space to accommodate it. Some, in an exasperating post-truth irony, have in turns ignored the ballooning negative externalities of excessive traffic and "autobesity"[1], then accepted them as inevitable, and now blamed them on those who choose not to drive at all!

Meanwhile, Southwark has recognised that another world is possible. As congestion in cities has grown and environmental considerations become more prominent, some change is underway. A herculean effort is now needed to undo some of the damage of the past 50 years.

[1] https://www.forbes.com/sites/carltonreid/2024/01/22/autobesity-bloated-cars-widen-by-two-centimeters-per-year/?sh=59c389422dd8

2 INTRODUCTION

The Commission initiated this review at the first meeting of the administrative year 2022/23, on the 18 July 2022, and decided to roll this over for completion during the administrative year 2023/34 due to time pressures arising from the additional responsibilities conferred on the Commission.

At the outset the Commission identified the following goals:

- That the Council develops a coherent and realistic plan to deliver Sustainable Freight options for Southwark that dovetail with existing strategies and plans, including the Air Quality Action Plan, Streets for People Strategy and Climate Emergency Action Plan.

- That the energy, skills and experience of local groups delivering and advocating for Sustainable Freight are well utilised.

- That TfL/ GLA plans to support Sustainable Freight are understood and that these bodies are lobbied effectively to support the Council's plans.

3 EVIDENCE

Evidence was received from the following:

- Peddle My Wheels : 'OurBike community cargo scheme' presentation and information
- Fleet Services report and cabinet paper
- Highways officer report and update
- Planning and development officer report on Logistics hubs and last mile delivery solutions
- Draft Air Quality Plan 2023 – 2027 and presentation
- Dr Ian Mudway, Imperial College London, on the health impact of particulates, in particular those arising from EVs.
- Sam Cooper, Head of Operations, ENSO Ltd – a producer of more sustainable tyres, presentation
- Streets for People plan and presentation by Cabinet Member for Climate Emergency, Clean Air and Streets , Cllr James McAsh, and officers
- Draft EV Plan and presentation
- Cross River Partnership presentations for information (CRP is a public private partnership with 8 partner London boroughs including Southwark, originally formed to deliver cross-river infrastructure projects and now addressing sustainability challenges)
- Port of London Authority, Director of Planning and Development, James Trimmer email
- Transport for London plans for Sustainable Freight – report and presentation

4 CONTEXT

Streets for People

During the course of the review the previous Movement Plan transitioned to the Streets for People strategy.

The Streets for People strategy sets out the council's commitment to improve residents' quality of life and take action on climate change, by changing how we travel and use streets in our borough. The Streets for People strategy is themed around 4 areas:

- Streets for Communities
- Streets for Journeys
- Streets for the Economy
- Streets for Nature.

and designed to support:

- cleaner air
- safer and quieter streets with less traffic and fewer accidents
- healthy travel options like walking, cycling or wheeling
- greener and more pleasant spaces for our communities to connect and socialise
- a better place for all who live, work, study and visit

The Streets for People strategy has three subsidiary plans that the council consulted upon at the beginning of 2024 and which have been considered under this review. These cover:

- Electric Vehicles (EV) (the Commission's response to this consultation is included as an Appendix to this document)
- Cycling
- Walking

Objective 9 of the Streets for People strategy sets out plans to reduce the impact of freight on our streets and support business to operate sustainably and efficiently. This notes that longer distance freight movements could be replaced by trains and boats.

There are two measures that the strategy commits too:

9.1 Develop and deliver a Sustainable Freight and Last Mile Delivery Hubs Plan by 2024 that prioritises areas of greatest need and potential.

9.2 Support local businesses to switch to cargo bikes and sustainable freight methods to reduce congestion and reliance on larger vehicles and to increase year-on-year proportion of commercial deliveries using low and zero-emission vehicles.

Freight Plan

During the course of the review, officers told the Commission that the council is committed to developing a Freight Plan by the end of 2024, and this is referenced as a commitment in the Streets for People strategy.

Air Quality Plan 2023 -27

During the course of the review the council produced a new Air Quality Action Plan (AQAP) as part of the its duty under London Local Air Quality Management. This outlines the action the council will take to improve air quality in Southwark between 2023 and 2027.

The Air Quality Action Plan considers a range of emissions, including NO2 and Particulate Matter (PM)

Particle pollution includes:

- PM10: inhalable particles of diameter less than or equal to 10 micrometres; and
- PM2.5: fine inhalable particles of diameter less than or equal to 2.5 micrometres.

(By comparison, the diameter of a single hair is about 70 micrometres.)

Southwark is meeting its legal requirements for particulate matter, but current air quality data indicates that Southwark is exceeding World Health Organisation guidelines for PM2.5 limits, which the measure used by the Mayor of London. Southwark is not meeting national objectives for Nitrogen Dioxide (NO2).

The AQAP is arranged across seven topics, four of which are relevant to the review:

Public health and awareness raising: Increasing awareness can drive behavioural change that lowers emissions and informs the public how to reduce its exposure to air pollution;

Delivery servicing and freight: Goods and service vehicles are usually diesel powered and have high NO2 emissions. Low emission logistics requires alternatively fuelled conveyances to combat air pollution from this source;

Borough fleet actions: Southwark's fleet includes light and heavy duty diesel-fuelled vehicles such as mini buses and refuse collection vehicles with high primary NO2 emissions. Southwark can review its own fleet procurement to lead by example;

Cleaner transport: Motor vehicles are the largest source of air pollution in London. There is a need to incentivise modal shift to walking, cycling and ultra-low emission vehicles (such as electric bikes (including electric cargo bikes) and EVs).

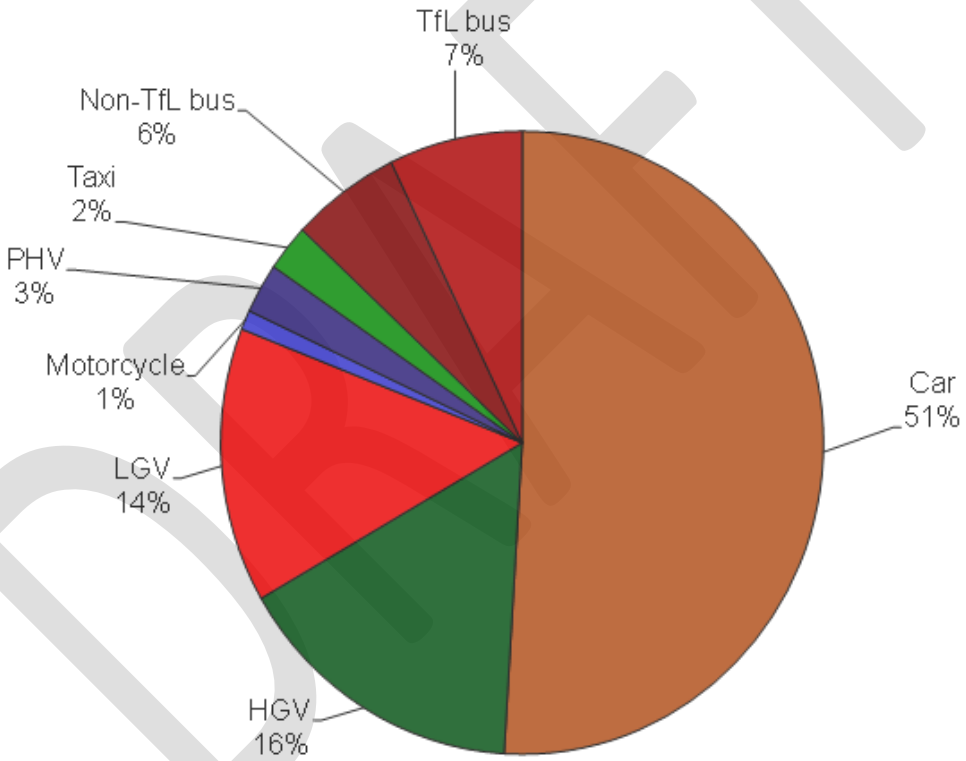
5 THEMES

5.1 The impact of freight on air quality, human health and ecology

Tailpipe Emissions

TfL told the Commission that in London, HGVs and LGVs account for 30% of road transport greenhouse gas (GHG) emissions (2019 figures), second only to cars (accounting for 51%).

TfL provided the below pie chart showing the distribution by vehicle type (2019):



HGVs are particularly harmful as these are frequently large diesel-fuelled vehicles with high primary NO2 emissions. Dr Ian Mudway, Imperial College, told the Commission that tailpipe emissions from Internal Combustion Engines (ICE) are well understood to be toxic to human health, and diesel is one of the most toxic substances.

It is for this reason that Southwark Council's new Air Quality plan 2023-27 has a theme of addressing delivery servicing and freight, with a focus on transitioning

Southwark Council's fleet, which is 70% diesel[2] , away from fossil fuels and towards less polluting vehicles, including EVs, wherever possible.

Because the science on the harms of tailpipe emissions is well established, there have been a number of regulatory actions at EU, national and regional level, as well as policy interventions at a local authority level, to reduce the impact on health of ICE tailpipe emissions. These include European Emission Standards for cars (Euro 1-6), ULEZ and, more locally, support for modal shift to EV, cycling and walking through plans coming under the Streets for People umbrella.

5.2 Electric Vehicles and Particulate Matter (PM)

EVs eliminate tailpipe emissions, however they are still sources of tyre, road, and brake dust. These include PM10 and PM2.5 PM. In general, EVs are heavier than ICE equivalents both due to the size/weight of the battery and the tendency over time for manufacturers to favour production of larger vehicles. This leads to greater tyre wear (although regenerative braking in EVs will reduce brake dust over time).

Researchers from Imperial College London's Transition to Zero Pollution initiative warn that six million tonnes of tyre wear particles are released globally each year; in London alone, 2.6 million vehicles emit around nine thousand tonnes of tyre wear particles annually.

Tyre wear is the second-largest source of micro-plastics in our oceans and of air particulate pollution[3]. It is estimated that 25% of all micro-plastics in the sea are from tyres. A government report estimates that 52% of all the small particle pollution from road transport in 2021 came from tyre and brake wear, plus a further 24% from abrasion of roads and their painted markings. Just 15% of the emissions came from the exhausts of cars and a further 10% from the exhausts of vans and HGVs.

The transition from ICE to EV is gathering pace amongst car users and, increasingly, freight is switching to EVs.

Dr Ian Mudway of Imperial College told the commission that research on the harms of these particulates on human health is still emerging, and that public concern is ahead of the science. He said that, despite the gaps and uncertainties, the wisest course is to adopt the precautionary principle and seek to reduce PM production.

Sam Cooper, Head of Operations, ENSO Ltd, also gave evidence to the Commission on tyre dust. ENSO is one of six winning innovators selected by TfL's London Freightlab, an innovation challenge aiming to reduce the adverse impacts of freight in London. ENSO Ltd. manufactures tyres which are more energy efficient, durable and sustainable than the average tyre, with the goal of extending EV range and reducing tyre pollution. ENSO's product is promoted principally to freight companies.

[2] October 2022 Fleet Services Briefing Note
[3] According to The Tyre Collective

Sam Cooper told the Commission that, because EVs are heavier and produce a higher level of torque than their ICE counterparts, tyre wear is from 20 – 50% higher, resulting in an extra 2 to 3 billion spent tyres each year.

The Commission heard that there is a sustainability problem with both the production and the disposal of tyres. The industry is carbon intensive and uses harmful chemicals; furthermore, there is a very wide variation in the speed at which different tyres wear. ENSO told the commission that its tyres use a greater proportion of recycled material and natural rubber than those produced by other manufacturers, and that its aim had been to design a tyre to wear as slowly as possible.

Dr Ian Mudway told the Commission that tyre composition is not often not clear because of proprietary confidentiality making toxicology harder to establish. There is a study in Cambridge that is doing an analysis of composition and toxicology.

Air Quality colleagues told the Commission that particulate emissions from brakes and tyres are considerable, and greater in volume than tailpipe emissions. However, they added that tailpipe emissions can be acidic and thus more damaging to the lungs.

Dr Ian Mudway reported that the health impacts of tyre, brake and road dust particulates will differ from that of tailpipe emissions. Although these impacts are not yet established, the precautionary principle would be to assume that they may be equally deleterious to health.

The Commission Chair held a meeting with The Tyre Collective which is a clean-tech start-up company that has developed a device to capture tyre particulates for the monitoring of tyre wear.

Given Southwark Council's role and responsibility in public health, the Commission felt that the risks of increased particulate pollution (from tyres, brakes and road dust) associated with the proliferation of increasingly heavy private cars as well as delivery vehicles, must be taken extremely seriously.

Officers agreed that more work is required in this area. Southwark Council is working with Lambeth Council to investigate the impact of road dust, and there is room for further collaboration on this issue with the GLA. Whilst this work is somewhat beyond the scope of Southwark Council's draft Air Quality Action Plan, it would be reasonable for the Council to lobby for more research, for example by Imperial College, to support further action. The Commission would like to see this prioritized given the shift to larger and heavier vehicles including EVs.

RECOMMENDATION

The Council should join with other local authorities, the GLA, academic institutions and others as appropriate to push for more research and, where appropriate, participate in scientific trials, on non-tailpipe vehicular emissions, whether ICE vehicles or EVs, particularly with regard to the links with vehicle size and weight,

5.3 Reducing Particulate Matter from EVs

The Commission heard from ENSO, TfL and Dr Ian Mudway on approaches to reducing particulate production, and from the lead member, Cllr James McAsh on the overall strategic approach to transport in the borough as outlined in the Streets for People Strategy, and the link to the Council's Climate Emergency Action Plan. Officers also presented the draft EV Plan.

Dr Ian Mudway said the most effective way to reduce particulates is to eliminate or reduce the number of journeys taken, including by EV freight.

The Council's draft EV plan states: 'The most impactful car journey is the one that isn't taken'. The Commission endorses this approach and recommends the same approach is taken in the Freight Plan under development.

ENSO also endorsed the approach of reducing the number of journeys taken, and proposed various actions to lessen the pollution produced. ENSO recommended these three approaches to reduce and mitigate tyre particulate production:

- Improve driver behaviour: This is the most impactful measure, particularly in a city environment with lots of starting and stopping, and amongst delivery drivers with heavier vehicles.
- Improve the quality of the tyres: In trials under TfL's London Freightlab, ENSO's tyres showed a 35% reduction in tyre wear when compared with a typical budget tyre.
- Improve the road surface: The quality of the road surface significantly impacts rates of tyre degradation.

ENSO reported that there is currently little regulatory pressure to improve the environmental credentials of tyres. California appears to be the most advanced in this area and has proposed banning a chemical frequently used in tyres that has been linked to salmon deaths in waterways in the US. Meanwhile, EURO 4, 5 &6 are focused on tailpipe emissions, while EURO 7 (due 2027) introduces particulate emissions set at a low-bar. ENSO would like to see both more research on the harms of particulates and on ways to reduce their generation.

The Commission considered the draft EV Plan and the Chair submitted a response to the EV Plan consultation on behalf of the Commission (attached to this report as Appendix 1). The EV Plan includes a comprehensive list of actions to encourage residents' transition away from ICE vehicles, and the council's transition from ICE freight, however it is largely silent on commercial EV freight. The Commission would like to see the final EV Plan dovetail with the Freight Plan in development.

RECOMMENDATION

The Commission recommends that the final Freight Plan adopts the same starting principle as the EV Plan, namely that: 'The most impactful [car] journey is the one that isn't taken'

Where a vehicle is deemed necessary, the Council should actively minimise the production of particulate matter by:

- ***favouring the use of the smallest possible EV for the job***
- ***ensuring that drivers are trained to minimise generation of particulates***
- ***using higher quality tyres, and***
- ***maintaining a good quality road surface.***

5.4 Fleet Services

Southwark Council's fleet contributes 1% of Southwark's carbon emissions. The Air Quality Action Plan has a theme focused on reducing these.

Officers outlined plans to decarbonise the current fleet of 330 vehicles which comprises diesel, petrol and hybrid models. Subsequently a procurement report was agreed by cabinet in October 2023.

Officers told the Commission that the top priority would be to reduce the total number of vehicles and journeys, which was welcomed by the Commission.

Officers told the Commission that electrified alternatives for smaller vehicles are easier to procure than their larger counterparts; finding more sustainable replacements for the 39 larger vehicles is much more challenging. Furthermore, the switch to EVs is dependent on installation of a charging network with significant infrastructure delivery costs.

There are actions in the cabinet report to improve driver behaviour. This approach aligns with evidence that this is an important step in reducing tyre wear and the production of all particulates.

5.5 Logistics Hubs and last mile delivery solutions

Logistics hubs and last mile delivery solutions work to reduce the number of journeys taken by heavier vehicles (HGV), moving freight to lighter good vehicles (LGVs) and cargo bikes for the last stretch of the journey. They also often enable collection of goods on foot through solutions such as click and collect lockers.

The pandemic has accelerated the switch to online shopping and resulted in a large increase in deliveries to people's homes. This process is predicted to continue, with further significant increases in home deliveries. PWC 2023 Retail Monitoring report predicts that by 2027 the European last mile delivery market will nearly double compared to 2022 levels[4].

[4] https://www.pwc.nl/en/insights-and-publications/services-and-industries/retail-and-consumer-goods/last-mile-delivery.html

As a result of the switch to e-commerce in the context of a climate emergency, there is a rapidly growing move amongst policy makers and companies to find efficient, low cost, low carbon solutions to freight delivery in the city. This is driving the investment in logistics hubs and last mile delivery solutions.

This is supported by the Council's Southwark Plan. Freight and transport polices aim to minimise car journeys, promote walking and cycling and encourage efficient low-carbon delivery and servicing arrangements which minimise the number of motor vehicle journeys necessary.

Officers told the Commission that this approach is informed by a significant amount of evidence relating to demand, which suggests that structural changes in London's economy in recent decades have oriented business uses in Southwark increasingly towards central London, with huge growth in industries servicing central London's economy.

The locations seeing the largest investment and speediest growth are logistics hubs serviced by the road network, as these are currently logistically easier to deliver.

Meanwhile the Cross River Partnership (CRP) is pioneering work to increase the availability of rail and river freight options. CRP's research shows that achieving modal shift of freight from road to rail and river can play an important role in national and local objectives to reduce carbon emissions in accordance with targets to reach net zero, as well as improving air quality and reducing congestion on roads.

The Commission heard evidence that the rail network and the River Thames in London offer huge scope to move goods, with significant carbon savings. It was noted that goods arriving at rail and river hubs could ideally be loaded on site for last-mile delivery by sustainable transport such as cargo bike or EV. Evidence presented suggested that transferring goods from rail and river depots to road-based logistics hubs to be reloaded there for onward shipment was likely to be unnecessary and that the double handing involved would simply increase costs.

One risk the Commission identified is that we may bake in delivery infrastructure that relies on the road network, when rail and river offer far greater carbon savings as well as healthier streets. Officers suggested that, as the capacity requirements for freight delivery solutions are very large, both can be pursued together. The Commission was concerned at a lack of evidence that this approach had been properly thought through.

5.5.1 Road

There has been significant commercial investment in EV hubs for last mile delivery solutions in Southwark, with proposals and planning permission granted by the council for several large sites, often combining logistics hubs with other uses, such as residential property. The hubs include last-mile logistics (referring to the final step of the delivery process): transferring goods from a distribution centre to the end-user, and charging facilities for EVs.

These are mainly located around the Old Kent Road as anticipated in the draft Old Kent Road Area Action Plan, which seeks to retain industrial capacity across the Old Kent Road area, enabling intensification and new forms of development including logistics space in mixed use development.

These are the current schemes in different stages of development:

25 Mandela Way

The proposal is for a logistics hub focused on last-mile delivery (e.g. to office, retail outlet, block of flats or other residential property) within a four storey building that accommodates 12,500sqm of space. The intention is that the building is used to house goods delivered by large vehicles and sort them for transportation to the end consumer via more sustainable modes of transport such as cargo bikes or electric vans.

6-12 Verney Road

Like the 25 Mandela Way scheme, the proposal for 6-12 Verney Road is for a last-mile logistics hub, providing 24,227sqm of space. The building will have four storeys with logistics space at ground and first floor level and flexible logistics and industrial space above.

227-255 Ilderton Road

This mixed used development, currently under construction by Barrett Homes, provides new residential homes stacked above 2,184sqm of distribution and logistics space. The internal yard enables HGVs, smaller electric vehicles and cargo bikes to move through the building with space for loading and unloading.

Tower Bridge Business Park, Mandela Way

The Duchy of Lancaster is refurbishing its distribution hub on Mandela Way to modernise it and reduce carbon emissions. Improvements to Unit A (8,400sqm) include installation of PV panels and an air source heat pump, EV charging bays for six vehicles and improved access for motorised vehicles and bicycles. The works are currently under construction and aim to appeal to logistics and last mile operators.

5.5.2 Rail

There is increasing recognition that the rail network could be better used to move freight. In 2021, London's first Rail Freight Strategy since 2007 was published by TfL with renewed focus on express light rail freight.

The Cross River Partnership (CRP) emphasises hubs based on the rail network over road as a better solution, however there are logistical barriers to delivering this at scale in the short to medium term.

In March 2023 CRP published research it commissioned to investigate 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.

Waterloo and London Bridge Stations have been identified as the best locations. Waterloo in particular has huge potential as it has a very large accessible under-croft space, and good rail connections to the south west.

The initial step will be to initiate a light freight solution which treats “parcels as passengers” and anticipates using the otherwise unused space on existing passenger services to move small volumes of goods between the South West (such as Exeter and Southamption) and London Waterloo. This is easy to develop and low risk as it does not require substantialinvestment in logistics. However, the low volumes of freight involved mean that carbon savings are also low.

The alternative would be a ‘Dedicated Freight Multiple Unit (FMU)’ which would involve greater investment in a fully repurposed passenger train to carry larger volumes of freight from strategic freight hubs to Waterloo. This concept could replace 8,500 HGVs per year, reducing carbon emissions by 91% or 4,000MT per annum. CRP is coordinating this programme in conjunction with Southwark and Lambeth Councils and other partners. There is huge potential here as the under-croft logistic space available at London Waterloo is 100,000 to 200,000 square feet.[5]

5.5.3 River

The Port of London River Authority told the Commission that river freight offers advantages in both carbon saving and reliability. Transporting goods by river emits roughly half as much carbon per mile as transporting them by road.

Southwark is home to the first destination on the only light freight service currently operating on the river, which is undertaken by DHL and serviced by Thames Clippers. This is a daily service of packages from Heathrow airport to Wandsworth Riverside Quarter (by EV), then by vessel to Bankside Pier, and then to destination by Cargo Bike or EV.

There have been two CRP River Freight pilots, using the Thames to bring goods in and out of the city. Southwark hosted one of these river freight trials at Bankside Pier. This involved shipping office supplies plant/machinery from Dartford to Bankside Pier before last-mile delivery was made by either cargo bike or electric van. The transfer was facilitated using the bookable loading bay installed at Bankside. CRP said these trials demonstrate the potential to bring goods up the Thames and coordinate with last mile delivery services, usually by cargo bike. Officers advised the Commission that a full report is expected on the Bankside trial.

The Port of London Authority (PLA) and TFL both told the Commission that there is considerable potential to use the Thames to deliver freight, saving carbon, with Bankside in particular identified as a key site. There are logistical and capability

[5] Page 3On track for sustainable logistics: Integrating Rail Freight into London's Deliveries,Steer on behalf of Cross River Partnership
Our ref: 24288601
March 2023 – Summary Report

studies and a desire on the part of TfL and the PLA to pursue this further. In order to do so, certain engineering and health and safety considerations will need to be resolved, including the strengthening of piers and infrastructure to accommodate the safe movement of cargo bikes, as well as pedestrian freight for click & collect. The PLA indicated that it is keen to work with the Southwark Council on developing river freight.

RECOMMENDATION

The Commission recommends:

- ***that the Council takes full account of any learning opportunities arising from the CRP report expected in relation to the Bankside trial.***
- ***That the Council collaborates with the PLA, TfL, the CRP and neighbouring boroughs to understand the infrastructure required to substantially shift freight from a road based distribution system to one which relies more heavily on rail and river interfacing directly with last-mile logistics.***
- ***That the Council carry out an immediate review of plans to deliver logistics hubs that rely exclusively on the road network. This will include those described above in the Old Kent Road area and any others in the pipeline, to ensure that limited resources are not spent on over delivering road-based freight infrastructure at the expense of prioritising more sustainable options.***
- ***Any plans to deliver road based logistics hubs should be predicated on an evidence based analysis of projected need in a future where, working with partners such as the PLA, TfL, CRP and neighbouring boroughs, Southwark maximises its potential to deliver river and rail freight options.***

  The Commission recommends that the findings of this work should underpin the proposed Freight Plan (2024), which should focus on reducing the overall number of vehicular freight journeys by road, prioritising instead the interface between rail, river and the use of cargo bikes to facilitate last mile delivery solutions, whilst lower down the hierarchy and on the basis of need, supporting road logistics hubs that incorporate EVs.

5.6 Cargo Bikes

Cargo Bikes are an increasingly important way for freight to move around the borough, both as part of last mile delivery schemes and as a principal solution for small business that operate in the borough.

The Commission heard from Peddle My Wheels, who are running the OurBikes community cargo scheme, which is a subsidised scheme sponsored by the council to

grow demand. In addition to the two initial schemes in East Dulwich, cargo bikes are now available to hire in Dulwich Village and Walworth.

Evidence shows that local businesses and young families make most use of the scheme. Young families are potentially a large market. Barriers to adoption are parking, cost, location and awareness. Small businesses, including community and voluntary groups, also have potential to grow their use of cargo bikes with more marketing and awareness building.

The council is working with a large range of business and Business Improvement Districts (BIDs) to encourage take up of cargo bikes.

Officers told the Commission that the Council has begun a consultation on the draft Cycling Plan, which includes a number of measures to support cycle freight. Most importantly, it includes using the Accessible Cycle Tool (ACT) in the design of new cycle infrastructure. The goal of the ACT is to ensure new cycle infrastructure is usable by all cycles, including cargo cycles. There are also provisions in the Cycle Plan to improve Cargo Bike parking.

Alongside the ongoing expansion of the OurBike scheme, officers said they will be exploring the potential for more cost-effective and efficient approaches to delivering cargo cycle for hire across the borough. They will also be looking at the potential for interventions that can support the transition by local business to cargo cycle freight, utilising learning from recent schemes.

RECOMMENDATION

The Council should assist in the promotion of Cargo Bikes to small business, the community and voluntary sector, and families, such as through the annual Car Free day and at venues such as Maltby Street Market and newly pedestrianised public spaces. The Council should set itself the task of organising promotions and trials of cargo bikes – perhaps together with other less conventional cycles – at least 3 times a year at different locations in the borough, for example at park fares, markets and through pop up events.

5.7 Parcel Deliveries

The council has begun consulting on the Walking Plan, setting out how we seek to make our streets usable for all pedestrians and types of journeys, including walking freight. Officers told the Commission that the plan highlights the importance of providing local consolidation, such us parcel lockers and click and collect solutions.

A parcel locker was installed at South Dock in Rotherhithe. South Dock is home to a number of house boats whose residents had struggled to receive parcels, resulting in

missed deliveries and repeat trips. The locker allows the delivery of parcels to a secure site in one trip.

TfL told the Commission that retailer lockers are being rolled out across the TfL estate, partnering with Amazon and InPost.

TfL are communicating the environmental benefits of lockers, and other sustainable shopping behaviours, to their customers at key times of year. Officers told the Commission that promoting Parcel Lockers will be part of the emerging Freight Plan.

RECOMMENDATION

The Council should enable and promote parcel lockers and other click and collect solutions in the Freight Plan.

The Council should work with other stakeholders such as TfL, the GLA and London Councils to actively engage with online retailers and push at a borough-wide and London-wide level for click and collect options to be offered and promoted to consumers as the norm.

The Council should engage with the borough's largest retailers (including those with physical premises used for online sales) to ensure that where parking space is available there is adequate priority given to offering safe access by bike as well as convenient and secure cycle parking in order to facilitate collection/transportation of purchased goods by bike.

5.8 Procurement

The Commission would also like to see more emphasis on procurement as a lever to reduce freight emissions noting Ashden's research[6] that procurement policies and councils' supply chains are an important lever to reduce emissions. Research by Ashden showed that in 2019/2020 English local authorities spent £63bn on procurement of goods and services from third parties, indicating considerable scope and, indeed, necessity to focus on procurement as a route to reduce carbon emissions.

Encouraging greener and more local procurement could have a significant impact. The Government has produced a 2020 Green Paper on Transforming Public Procurement. The Preston Model works with local anchor institutions and encourages greener and more local procurement.

The final Air Quality Action plan details various actions to support this under the delivery servicing and freight topic, including the development of procurement guidance for all departments to consider the impact of their procurement on air quality in Southwark. Addressing procurement as a means to reduce carbon emissions is also envisaged in the Climate Emergency Strategy and Action Plan. There is, however, no outcome specified, and this has yet to be addressed.

[6] https://ashden.org/news/need-to-know-sustainable-procurement/

Meanwhile, organisations such as TfL are on track to deliver zero carbon procurement by 2025. They also have a number of tools to support businesses to reduce transport emissions.

RECOMMENDATION

Develop a procurement policy that will deliver zero carbon emissions by 2030, as envisaged in the Climate Emergency Strategy and Action Plan, drawing on best practice, including the work of Ashden and TfL.

5.9 Research and consolidation

The Commission heard that both government and business can benefit from undertaking studies to reduce the number and impact of deliveries.

TFL supports businesses and consumers in streamlining deliveries and servicing. It has self-service toolkits to assist in reducing the frequency of deliveries through consolidation, switching to cargo bikes, and receiving deliveries at quieter times. The Council could benefit from adopting and promoting the use of this toolkit in its procurement strategy.

Officers told the Commission that to aid with the implementation of Streets for People, and the Walking, Cycling and EV Plans, a borough-wide transport policy map is being developed. This will enable the gap, demographic and network analysis needed to identify opportunities for new highways interventions. This will include identifying potential locations for new freight interventions, such as loading facilities, timed access restrictions, consolidation and distribution centres, parcel lockers and cargo bike facilities.

In addition, the Commission recommends that this includes research on cargo delivered by big supermarkets and delivery companies such as Amazon. Officers told the Commission that this is a challenging area for the council to address as it is not under direct control. There are pockets of information on this area, but the council does not currently have access to the full picture***.***

RECOMENDATION

Undertake research to establish the principal source and destination of freight moving around the borough in order to develop an action plan to reduce the impact of freight on poor air quality.

The Freight Plan must have a research strand in order to understand, reduce and consolidate freight journeys and map their impact on air quality. This ought to include promotion of the self-service toolkits available through TfL to local business so they can conduct studies to reduce and consolidate freight.

Annex 1

Response to the EV Plan Consultation from the Environment Scrutiny Commission

31st January 2024

The Environment Scrutiny Commission broadly welcomes the Electric Vehicle Plan and the emphasis placed within it on the ongoing need to reduce all car travel.

The Commission notes that whilst EVs typically run on lower carbon fuel and have lower and less polluting tailpipe emissions than their fossil fuel counterparts, they still present significant negative environmental impacts in construction and disposal and through their non-tailpipe emissions. The fact that they are typically heavier than their fossil fuel counterparts raises their potential to produce particulates from tyres and road dust and presents an elevated risk of harm to more vulnerable road users. Whilst, rightly, there has been great emphasis in public discourse on the need to reduce carbon emissions and on the dangers of air pollution caused by tailpipe emissions, this has helped to promote a narrative in which EVs are portrayed as being environmentally innocuous.

The Commission therefore welcomes the council's ongoing efforts to bust this myth through an emphasis on improving our street environment in accordance with the council's Streets for People Strategy, prioritising active travel, micro-mobility and public transport over travel by any type of private car.

Although there is widespread acknowledgement that EVs produce elevated amounts of particulates from tyres, the Commission has been advised by a leading scientist from Imperial College that research on how these impact human health is still at an early stage. The Commission was advised that the precautionary principle is to reduce the risk of harm that particulates may cause as it is likely that they are deleterious to health and the wider environment.

The Commission recommends that the council proactively engage with agencies working to establish the impact of non-tailpipe emissions on health and the wider environment, in particular research led the GLA, Imperial College and King's College London.

The Commission notes that the nationwide lack of EV charging infrastructure is a significant limiting factor in the shift away from fossil fuel powered (ICE) vehicles towards EVs. The decision to switch to an EV will be at least substantially dependent upon guaranteed access to charging facilities and, so far, this is not available. A 2021 survey of vehicles parked in an area of Dulwich Village Ward supported anecdotal evidence that residents of a given street (i.e. of outwardly similar socio-economic status) with off street parking are far more likely to own an EV than those parking on the carriageway, the latter group being more likely to opt for a hybrid or ICE vehicle.

Thus an inevitable result of transition to EVs is the increased demand for off-street parking to facilitate home charging, which is accelerating the loss of planting and permeability in front gardens, whilst residents without this option, if they make the

shift at all, may resort to dangling cables into the highway from windows and trees or, worse still, running cables across the public footway.

At its November meeting, the Commission heard from 2 start-up companies who have designed secure pavement channels that sit flush with the pavement surface, which enable home charging without off-street parking. The gullies/channels are installed to traverse the public footway and can house an EV charging cable, enabling cars parked on the carriageway to be charged from an adjacent property without creating any kind of trip hazard.

The Commission recommends that the Council fully investigates these and similar options for their potential to enhance on-street charging capacity across the borough.

The introduction and enforcement of EV-only bays around charging points will help to maximise the accessibility of installed public charging points and the Commission welcomes this.

Even with such solutions, ensuring equal access to EV charging regardless of housing type and tenure will remain a significant challenge. This reinforces the point that reducing private car use in our borough will be integral to a fairer future across Southwark. Meanwhile, the Commission welcomes plans to trial EV charging infrastructure on its estates.

In general, there is a concern that if the accessibility of charging infrastructure on residential streets and estates fails to keep pace with expansion of charging infrastructure in destination carparks e.g. around shops and leisure centres, either on private or council land, easier/cheaper/more convenient charging at destination will incentivise more car journeys.

As acknowledged in the EV Plan, there is currently a significant deficit in rapid charging capacity across the borough. Increasing the capacity of rapid charging infrastructure will be key to ensuring the shift towards sustainable freight in the borough and the Commission welcomes these objectives.

Whilst working with landowners to scale up provision of EV charging points on private land such as in car parks around offices, shopping facilities and housing developments, it is essential that this does not serve to further reinforce the concept that visits to such spaces must be made by car. The Commission notes, for example, that most supermarkets prioritise car parking whilst offering insufficient secure parking space for cycles and cargo bikes.

The Commission recommends that any collaboration with private landlords on increasing the availability and choice of EV chargepoints should be combined with a focus on increasing secure parking capacity for both standard and non-standard bikes and generally incentivising active travel. (The Commission takes for granted that the council will adopt this approach on its own land.)

The Commission notes the ambition to increase the number of CPOs operating in the borough to provide a range of tariffs to users. The Commission welcomes the

focus on securing sustainable funding and exploring opportunities of income generation from its charging infrastructure that will, in turn, support further expansion of charging capacity and active travel opportunities.

The EV Plan includes actions to encourage residents' transition away from ICE vehicles, and the council's transition to EV freight, however it is largely silent on commercial EV freight. The Commission understands that a Freight Plan is due in spring. This is important as HGVs and LGVs account for 30% of road transport GHG emissions (2019 figures), second only to private cars (51%).

The Commission recommends that more thought is given to the interface between the EV Plan and the emerging Freight Plan strategy for the whole borough, beyond actions for the Council's own fleet.

The Commission recommends a focus on reducing the overall number of vehicular freight journeys by road, through investment in a Freight Plan that prioritises the interface with rail, river and the use of cargo bikes to facilitate last mile delivery solutions whilst, lower down the hierarchy, supporting road logistics hubs that incorporate EVs.

Agenda Item 10

Item No. 10	Classification: Open	Date: 7 May 2024	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?CommitteeId=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	2 May 2024
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		2 May 2024

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***
- Topic: Waste, recycling, reducing fly-tipping and street cleaning : how can we use our resources better?

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	• Work programme - scrutiny review topics and agenda items. • Sustainable Freight scrutiny review – rolled over from previous year. • SNAP and tree management officer report
Outreach		9 August: Tour of Lambeth Council weed free programme co organised by Southwark Nature and PAN 12 September: Tour of Rouel Road Estate / Rouel Blue Garden Club and Bermondsey Trees (including Mike Mann estate manager)
Meeting 2	Wednesday 20 September 2023	***Reducing pesticide and herbicide*** • Lambeth Council officer o https://www.lambeth.gov.uk/streets-roads-transport/community-weeding-scheme o 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 **Air Quality particulates tyre and brake**

		Sustainable Tyre manufacturer ENSO Ltd ***Streets for Peoples*** Presentation by Cabinet lead and officer ***Southwark Land Commission*** Presentation by vice chair Cllr James McAsh based on report to cabinet ***Consider / note Cabinet responses scrutiny reviews conducted in 22/23*** – *due 12 September* : i)Climate Finance ii) Resident Participation Framework
Meeting 3	Monday 27 November 2023	***Air Quality particulates tyre and brake*** *Dr Ian Mudway* ***Vehicle Footway Crossover:*** • Royal Horticultural Society report - background info • Pavement channel providers ***Sustainable Freight :*** • **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 • Cross River Partnership

Meeting 4	27 Feb	**Sitopia** Video Carolyn Steel https://www.carolynsteel.com/ **Incredible Edible** **Insectinside** **https://insectinside.me/** **Meristem** information on depaving / SUDS **Improving biodiversity in Southwark :** Sustainable Drainage Systems (SuDS) de-paving, pocket parks, and other measures *Simon Saville* *Chair of Surrey & SW London Butterfly Conservation* **Southwark Nature Action Volunteers** : Recommendations for Nature Recovery In Southwark **Officers update on meeting the requirements of the Environment Act** including Biodiversity Net Gain, Local Nature Recovery Plan and monitoring and reporting requirements *Officers: Planning Policy team will lead on the Environment Act requirements with Environment Dept input in to the paper.* **Officer presentation and input on supporting community food growing and** gardening • Community garden plan in development and • Community food growing initiative

		Officers: Julian Fowgies , Ruth Arnott and Orsetta Hosquet from our Community Gardening team. **Scrutiny report on Sustainable Freight** Port of London briefing as background
Meeting 5	Wed 7 May	Topic: Waste, recycling, reducing fly-tipping and street cleaning : how can we use our resources better? Waste in parks Scrutiny review report on Sustainable Freight Growing Cities Scrutiny review on Biodiversity

Scrutiny review scoping proposal

1 What is the review?

Biodiversity

2 What outcomes could realistically be achieved? Which agency does the review seek to influence?

The review is mainly aimed at the council but is also seeking to increase collaboration by the council with the community, voluntary sector and, where appropriate, businesses.

3 When should the review be carried out/completed?i.e. does the review need to take place before/after a certain time?

Completed by the end of the administrative year 2023/24

4 What format would suit this review? (eg full investigation, q&a with executive member/partners, public meeting, one-off session)

Full investigation

5 What are some of the key issues that you would like the review to look at?

Kerbside strategy and the loss of front gardens, including:

- Provision of dropped curbs – Planning controls

- Option to promote pavement channels for EV charging as an alternative
- Impact of paved front gardens on biodiversity
- Ways to mitigate paving for vehicles e.g grass reinforcement systems

Food production and food consumption with reference to:

- Increasing urban food production, which is secure and affordable
- Reducing scope 3 emissions and ecological degradation caused by consumption of food produced from mono-cultures and non-carbon sequestering land use, across the UK and beyond
- Increasing consumption of food produced through agroecology

Southwark Land Commission – presentation and discussion of recommendations

Southwark Nature Action Plan and the development of the new requirement to have a Local Nature Recovery https://www.gov.uk/government/publications/local-nature-recovery-strategies/local-nature-recovery-strategies

Planning:

- Biodiversity net gain
- Reducing hard surfaces

Upskilling staff on biodiversity

Does the council requirement to consider the Climate Emergency in reports result in sufficient focus on the ecological and biodiversity emergency ?

Tree management and increasing the canopy.

Addressing biodiversity holistically including soil health, insects, vegetation

Accelerating the phasing out of herbicides/pesticides

Communicating and engaging with residents and communities on the work of the council on biodiversity, and its importance.

Nature corridors (see https://southwarknature.org.uk/camberwell-nature-corridors/ and https://southwarknature.org.uk/elmington-nature-corridor-2023/)

Increasing the strategic provision of low carbon water supplies (eg water butts, solar pumps)

Enabling more Community Gardening

Supporting community groups and community action.

Enhancing Streets for People
https://moderngov.southwark.gov.uk/documents/s115187/Appendix%201%20Streets%20for%20People%20Strategy%202023-2030.pdf

6 Who would you like to receive evidence and advice from during the review?

Incredible Edible

Southwark Nature Action Volunteers

Insectinside Me

Oriana's Gardens – work with London Bridge BID etc (tbc) https://www.orianasgardens.co.uk/projects

Carolyn Steel :

- Sitopia: How Food Can Save the World
- Urban Farm in Greenwich

George Monbiot

Henry Dimbleby

Pesticide free London.

Initiatives by other London councils (e.g. Lambeth) to reduce use of herbicides/pesticides
Lambeth
https://www.lambeth.gov.uk/streets-roads-transport/community-weeding-scheme

Loughborough Farm See: https://loughboroughjunction.org/home/loughborough-farm-a-patchwork-of-community-growing-spaces

Pesticide Action Network UK (PAN UK) : Greener Cities: A guide to the plants on our pavements
Costs-of-going-pesticide-free.pdf (pan-uk.org)
PAN-UK has published this excellent guide to the plants which may grow in our pavements here:
https://issuu.com/pan-uk/docs/greener_cities_-_a_guide_to_our_pavement_plants
See page 18 for a discussion of Lambeth's program.

RHS report https://www.rhs.org.uk/science/pdf/Gardening-matters-Front-Gardens-urban-greening.pdf

Evidence that loss of front gardens is environmentally damaging, destroying corridors of

biodiversity. See work the Royal Horticultural Society has done work on impact and mitigation https://www.rhs.org.uk/communities/archive/PDF/Greener-Streets/greening-grey-britain-report.pdf

Southwark Biodiversity Partnership:

- The Conservation Volunteers
- Team London Bridge
- Walworth Garden
- Centre for Wildlife Gardening
- Surrey Docks Farm
- Bankside Open Spaces Trust
- IdVerde
- Better Bankside
- GIGL
- London Wildlife Trust

7 Any suggestions for background information? Are you aware of any best practice on this topic?

Included above

8 What approaches could be useful for gathering evidence? What can be done outside committee meetings?
e.g. verbal or written submissions, site visits, mystery-shopping, service observation, meeting with stakeholders, survey, consultation event

Commission meeting presentations, outreach visits, roundtable.

Scrutiny review scoping proposal

1 What is the review?

Sustainable Freight

2 What outcomes could realistically be achieved? Which agency does the review seek to influence?

Outcomes

That the Council has a coherent and realistic plan to deliver Sustainable Freight that dovetails with existing strategies and plans, including the Air Quality Action Plan, Streets for People, and Climate Emergency Action Plan.

That the energy, skills and experience of local groups delivering and advocating for Sustainable Freight are well utilised.

That TfL/ GLA plans to support Sustainable Freight are understood and that these bodies are lobbied effectively to support the Council's plans.

Agencies and partners

The review seeks principally to influence the Council, as well, potentially, as others such as TfL/ GLA to a lesser extent.

3 When should the review be carried out/completed?i.e. does the review need to take place before/after a certain time?

By the end of the administrative year.

4 What format would suit this review? (eg full investigation, q&a with executive member/partners, public meeting, one-off session)

Full investigation

5 What are some of the key issues that you would like the review to look at?

- Plans to ensure the Council's internal fleet of vehicles is zero or low emissions
- Plans to ensure that the Council's goods and services move around the borough in a way that minimises emissions
- How the Council ensures that the goods and services it procures are delivered by Sustainable Freight
- How Planning Policy, Highways and TfL are delivering the transport and road infrastructure required support Sustainable Freight
- How local organisations can work with the Council in encouraging and facilitating local businesses to use Sustainable Freight
- How large and small business are making the switch and what can be done to catalyse this
- How the Council and Business Improvement Districts can deliver Logistical Hubs/ Micro Logistical Hubs to enable hubs to receive, and then deliver the 'last mile' of online shopping by e cargo bikes.
- Encouraging and enabling citizens to make the switch to Sustainable Freight – for example opting for "click and collect" rather than door-to-door delivery.
- Establishing the principle source and destination of freight moving around the borough
- How particulates from tyres and brakes from growing numbers of Electrical Vehicals (EV) are contributing to Air Quality and what can be done to mitigate this
- How River Freight can contribute to decarbonising freight

6 Who would you like to receive evidence and advice from during the review?

The following council departments and units:

- Fleet Services
- Planning Policy
- Highways
- Procurement
- Environmental Protection (Air Quality)

- Climate Emergency

Cabinet Member for Climate Emergency and Sustainable Development

TfL / GLA

Companies and community groups providing or advocating sustainable freight, including

- Peddle My Wheels, OurBike scheme
- PeddleMe

Dr Ian Mudway – Imperial

Cross River Partnership

Port of London Authority

7 Any suggestions for background information? Are you aware of any best practice on this topic?

Previous recommendations made on Air Quality are summarised in the attached appendix one.

Leeds have pioneered the switch to electric vehicles: https://takeclimateaction.uk/climate-action/how-leeds-making-all-council-vehicles-electric

Council Air Quality Action Plans
The current Air Quality Action Plan 2017 - 2022 and includes 'a freight consolidation solution for Southwark' see section 4 points 4.2- 4.5 – with specific actions for Procurement and Environmental Protection.

The Draft Air Quality Action Plan, for the period 2023 – 2027 . Two of its seven themes are relevant to 'sustainable freight':

- *Delivery servicing and freight: Goods and service vehicles are usually diesel powered and have high NO2 emissions. Low emission logistics requires alternatively fuelled vehicles to combat air pollution from this source;*

• *Borough fleet actions: Southwark's fleet includes light and heavy duty diesel-fuelled vehicles such as mini buses and refuse collection vehicles with high primary NO2 emissions. Southwark can review its own fleet procurement to lead by example;*

The current and draft Air Quality Action Plan will be used to frame the review and a session October, with the following departments, who have all been involved in drawing up current plans contained in the Draft Air Quality Action plans will be invited to attend on 11 October including :

- Fleet Services
- Procurement
- Environmental Protection
- Planning Policy
- Highways
- Climate Emergency

The council's Movement Plan is being refreshed https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/transport-policy/policy-and-guidance-documents/movement-plan

Streets for People https://www.southwark.gov.uk/transport-and-roads/streets-for-people

8 What approaches could be useful for gathering evidence? What can be done outside committee meetings?

e.g. verbal or written submissions, site visits, mystery-shopping, service observation, meeting with stakeholders, survey, consultation event

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Environment Scrutiny Commission

MUNICIPAL YEAR 2023-24

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