

Scrutiny review tracking report – Sustainable Freight and associated structural recommendations

October 2022

This report collates the recommendations related to Sustainable Freight from the following review reports, subsequent cabinet responses, and a briefing to the commission in March 2022 arising from these:

- First Air Quality July 2020
- Second Air Quality report July 2021

Recommendations directly related to Sustainable Freight are in **yellow**, and associated measures in **turquoise**.

First Air Quality Report July 2020	Cabinet response 20 October 2020	Notes
Recommendation 1: Develop an operational plan with partners to implement this, focusing on structural changes, informed by the ambitions of the Movement Plan and its associated deprivation data.	None	See second Air Quality report , third column, officer briefing for response.
Recommendations 4: End the current diesel contract for Southwark fleet vehicles and switch to EV as soon as possible. Swap EV for sustainable transport / freight. Revisit our procurement strategy to ensure subcontractors have EV or a sustainable fleet. Set a cut-off date for compliance so that subcontractors have time to make the switch.	To be considered.	See second Air Quality report , third column, officer briefing for response.

Recommendation 6: Support for the rollout of EV should be limited to

- Car clubs
- EV Bicycles and scooters
- EV Commercial freight
- EV Public transport

The government is providing funding to deliver the council's Electric Vehicle Lamppost Charging programme through the Go Ultra Low City programme. This will assist the council in delivering its target of having an electric car charging point on every street, with an additional 200 charging points delivered by 2022.

Transport for London are delivering the Rapid Charging Network having delivered sites in 11 locations across the borough. There are also a number of private EV charging points on private land to ensure access, long term maintenance and security of infrastructure. In 2019/20 the council installed 150 lamppost charging points with further installations planned for 2020/21.

The council is also supporting the trial of electric scooters by private businesses across central London by providing parking bays on its highway land.

<p>Recommendation 12: Rollout secure bike storage in the tens of thousands, directly replacing car storage spaces and utilise bike storage as modal filters, where suitable.</p> <p>We recommend that this is part of planned and integrated programme of bike storage:</p> <ul style="list-style-type: none"> - On roads - At Transport hubs - Near cargo bikes 	<p>The current target is to double the amount of existing on street and off street cycle hangars by March 2022. This will increase the number of cycle hangars to over 500.</p>	
<p>Recommendation 15:</p> <ul style="list-style-type: none"> • Incorporating sustainable freight/delivery hubs into all regeneration projects – Old Kent Road, Elephant & Castle and Canada Water. • Encouraging sustainable freight as part of other major town centre development schemes such as Aylesham Centre in Peckham, Butterfly Walk in Camberwell and the Morrison’s site in Walworth. • Incorporating sustainable freight into Low Emission Zone/Neighbourhood and Liveable Neighbourhood projects. • Co-ordinating skills sharing between the BIDs and local groups interested in setting up sustainable freight centres. 	<p>This is supported.</p> <p>This can be incorporated into the ongoing discussions with the developers to provide.</p> <p>This is supported.</p> <p>This is supported.</p>	

<ul style="list-style-type: none"> • Enabling/supporting local click and collections hubs in town centres/local centres across the borough. • Developing its LTN programme which will give a competitive advantage for cargo bikes which can pass through permeable filters whereas motor vehicles may be taking a more circuitous route. 	<p>The council is currently designing and introducing up to five LTNs with permeable filters that would provide cycle freight with an advantage.</p>	
<p>Recommendation 20: A new Air Quality public health focused communication plan is needed that highlights serious harms to health and which explains why Southwark will take a similar approach to banning smoking, e.g. borough-wide action to tackle Air Quality. It must clearly explain the benefits and the incremental changes that will need to take place, over a period of time. Alongside this, we need to launch a public education programme similar to the stop smoking campaign on the damage that poor air quality does - particularly to deprived residents. [Note: this is ever more important in the light of COVID-19 and its disproportionately detrimental effect on</p>	<p>Officer are currently reviewing the #onething campaign and are able to consider the above to ensure the content is relevant (including connections to COVID-19) this is being developed with the assistance of the public health team.</p>	

deprived and BAME communities and those living in areas of poor air quality].		
---	--	--

<p>Air Quality – part two</p> <p>July 2021</p>	<p>Cabinet response</p> <p>7 December 2021</p>	<p>Briefing from officers and presented by the cabinet lead to 15 March 2022 Commission on recommendation 8 (which consist of six outstanding responses to recommendations first made in first air quality report and then updated in the second air quality report)</p>
<p>Recommendation Two</p> <p>When evaluating LTNs the council ought to measure footfall on high streets, where it is possible to establish a baseline. The council also ought to outline work undertaken with traders to ensure that any difficulties (e.g. receiving supplies) are addressed and that the opportunity to maximize footfall and support the local economy is delivered.</p> <p>Longer term the council ought to conduct a longitudinal study with a health partner such as King's College Hospital or Guy's and St Thomas' Hospital NHS Foundation Trust looking at the long-term impact of LTNs on the health of residents.</p>	<p><i>The council with TfL maintains 21 vivacity cameras at key high street locations across the borough. The information from these cameras provides a continual feed of footfall counts and can be used to understand changing walking levels at these high street locations. This information has been used in the evaluation of a number of LTNs including Walworth and Dulwich.</i></p>	

<p>Recommendation Six Work with Business Improvement Districts to deliver Nests to enable hubs to receive, and then deliver the 'last mile' of online shopping by e cargo bikes.</p> <p>Follow up on Recommendation 15 of the Air Quality report and understand how sustainable freight is being worked into other Southwark strategies including the Movement Plan, as part of regeneration schemes and if the council is using sustainable freight for in-house services, where possible.</p>	<p><i>The council has been expanding the reach of freight initiatives and learning. The council is part of Cross River Partnerships Clean Air Villages project which seeks to implement freight initiative and learning across central London, the borough was a partner in Centre for London's report 'Worth the Weight: Making London's deliveries greener and smarter ' which includes a case study on the Old Kent Road. We are engaging with local business to improve delivery and servicing as part of the offer on the Walworth Road Low Emission Neighbourhood. As well as looking ahead and incorporating wider delivery and servicing consolidation within regeneration areas particularly the Old Kent Road.</i></p>	
<p>Recommendation Seven Implement a pilot e cargo hire scheme in 2022, once the current focus on LTNs and school streets is embedded, and we are firmly in recovery from the pandemic.</p>	<p>With financial support from the High Street recovery fund an e cargo bike scheme is currently being undertaken in Lordship Lane, Dulwich.</p>	
<p>Recommendation Eight The commission recommends that once the LTN review is completed that more time is given over to responding to each of the commission's previous recommendations (from the first Air quality report) and that officers and cabinet leads</p>	<p>Noted, once the existing LTN reviews have been completed a wider report and response will be prepared.</p>	

<p>return to the commission with a detailed operational plan outlining how Low Traffic Southwark will be delivered and provide a full response to the below:</p>		
<p>1) Develop an operational plan with partners to implement the Movement Plan, focusing on structural changes, informed by the ambitions of the Movement Plan and its associated deprivation data.</p>		<p>On 1 February 2022 Cabinet considered the Movement Plan, its monitoring report and future review. The monitoring report identifies the progress that has been made, recognises the challenges and changing context as well as possible reasons to explain the data that has been observed. The report highlights the work undertaken to develop the Movement Plan Equity Framework and details how this has been used in the past two years, as well as ongoing work.</p> <p>The report also set out the context for the Movement Plan including the COVID -19 pandemic, Southwark Conversation into the impact of the pandemic, the councils Southwark Stands Together commitment, lessons from the women's and girls safety listening exercise, Climate emergency declaration, Air Quality Strategy 2022 update and lessons learnt from streetspace schemes and how the council brings forward and</p>

		<p>delivered traffic schemes and lastly the continuing funding challenges. The Movement Plan review and the resulting revised document will be consulted on in the summer of 2022. This revised Movement Plan will be brought to cabinet to agree its consultation which will include how we will engage with partners.</p>
<p>3) End the current diesel contract for Southwark fleet vehicles and switch to EV as soon as possible. Swap EV for sustainable transport / freight. Revisit our procurement strategy to ensure subcontractors have EV or a sustainable fleet. Set a cut-off date for compliance so that subcontractors have time to make the switch. (Marked to be considered in the cabinet response to the first report)</p>		<p>The Councils current commercial fleet consists of c.330 vehicles. For the majority of these vehicles there is both an internal combustion engine and an electric alternative. The electric vehicle alternative for the cars and light commercials is no longer considered innovative technology. The electric vehicle options for the heavier and specialist vehicles is not as well advanced. There are some vehicle categories where no appropriate electric alternative currently exists e.g. gulley sucker. There are other vehicle categories where the electric vehicle alternative does exist but is very much in its infancy e.g. compact sweepers. Fleet Services are currently working to develop a Fleet Replacement Strategy. This work will include the development of a robust vehicle</p>

		<p>selection process and criteria to establish the needed commercial fleet.</p> <p>As part of the preparation we have commissioned a detailed analysis of fleet possibilities and option appraisals including but not limited to; fuel source, cost, finance options for replacement, possible programme, and indicative options for delivery models.</p> <p>Whilst it is certainly feasible to acquire electric vehicles for many of the fleet replacement requirements, detailed consideration needs to be given to the required charging infrastructure, its location and the expected associated costs. The scale of the requirement and the task of installing charging infrastructure on such a large scale should not be under-estimated.</p>
--	--	--