



SUSTAINABLE FREIGHT

Update



REVIEW 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, Movement Plan, 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.

KEY ISSUES

- **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 Nests 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**
 - **Pollution data is generally based on tailpipe emissions and excludes particulates generated by tyres and brakes, especially by heavier vehicles.**

EVIDENCE RECEIVED

- I. Peddle My Wheels : 'OurBike community cargo scheme'
- II. Fleet Services
- III. Highways
- IV. Draft Air Quality Plan 2023 – 2027

CARGO BIKES — EVIDENCE

- I. OurBikes Community Cargo is a Council subsidised scheme, which is saving carbon and building demand.
- II. Evidence shows that local businesses and young families make most use of the scheme.
- III. Young families are a large growing market. Barriers to adoption are parking, cost, location and awareness.
- IV. Small businesses, including community and voluntary groups, also have more potential to grow their use of cargo bikes with more marketing and awareness building.

CARGO BIKES - RECOMMENDATIONS

- I. Increase provision for cargo bike clubs and parking, utilising Planning policy and Highways programmes
- II. Council to assist in the promotion of Cargo Bikes to small business, the community and voluntary sector, and families, such as at the annual Car Free day and at venues such as Maltby Street Market

DRAFT AIR QUALITY PLAN 2023 – 2027

EVIDENCE

Themes relevant to sustainable freight :

- I. **Delivery servicing and freight:** re-evaluating delivery servicing and freight vehicles, as these are usually heavy-duty diesel-fuelled vehicles with high primary NO₂ emissions;
- II. **Borough fleet:** Southwark's fleet includes a mixture of light and specialist heavy-duty vehicles. We will continue to lead by example, making improvements in our own fleet and switching to more sustainable alternatives where possible;
- III. **Cleaner transport:** road transport is the main source of air pollution in London and Southwark. We will continue to reduce vehicle mileage by incentivising and facilitating modal shift to walking, cycling (including, where appropriate, using cargo bikes), public transport and, where other modes are inappropriate, ultra-low emissions vehicles (such as electric);

DRAFT AIR QUALITY PLAN 2023 – 2027

RECOMMENDATIONS

- I. Conduct more research with the GLA, other local authorities and academic institutions on particulates from tyres, brakes, road dust and other non-tailpipe emissions, particularly with regard to the links with vehicle size including EVs.
- II. Return with the Council's procurement policy on sustainable freight, currently in development.

FLEET SERVICES — EVIDENCE

- I. Southwark Council's fleet contributes 1% of Southwark emissions
- II. There are plans to decarbonise the current fleet of 330 vehicles consisting of diesel, petrol and hybrid fuels
- III. Top action is to reduce total number of vehicles and journeys
- IV. Electrified alternatives for smaller vehicles are easier to procure; finding more sustainable replacements for larger vehicles is more challenging
- V. Switch to EVs is dependent on providing a charging network with significant infrastructure delivery costs



FLEET SERVICES - RECOMMENDATION

Strong plan in progress that would benefit from budgeting and a delivery timescales therefor the recommendation is to work this up with SMART milestones.

HIGHWAYS — EVIDENCE

- I. Funding for cargo bikes has been identified but kerbside space, capital and administrative costs are limiting factors
- II. The council is working with a large range of business and Business Improvement District (BID) to encourage take up of cargo bikes.
- III. Information on cargo delivered by big supermarkets and delivery companies such as Amazon is a challenging area for the council to address as not under direct control . There are pockets of information on this but the council does not currently have access to the full picture.



HIGHWAYS - RECOMMENDATION

Commission 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.



ANYTHING ELSE?