



Southwark Climate Emergency: Potential Initiatives to Reduce Emissions and Promote Active Forms of Travel.

Summary

- The issues of the impact of surface-transport emissions and climate change, air pollution, road casualties, lack of physical activity and liveability are all interwoven. To effect real and positive change in relation to all of these, the domination of our streets and roads by private motor vehicles must finally be addressed and people be put first.
- Like many London boroughs, Southwark has struggled with the challenge of reducing this domination owing to a perceived negative impact on owners of motor vehicles. BUT in Southwark well below half of households have access to a motor vehicle and the vast majority of us rely on public transport and walking and cycling to move around (76% of all journeys in the borough are by these “sustainable” modes). And yet at the same time, much of our public space is designed for and given over to motor vehicles.
- The policies outlined below show how cities and local authorities are taking and can take achievable and practical measures to both reduce the impact of private motor vehicles and promote journeys by sustainable means and put people at the heart of how we move around. At its core are the following policies for consideration:
 - **Reducing the impact of traffic.** Creating Low Traffic Neighbourhoods to remove through traffic and encourage walking and cycling; progressively removing private motor vehicles from Southwark’s streets; reducing parking provision – a borough-wide CPZ, Workplace Parking Levy, higher parking charges (residential and on-street) and a progressive reduction in parking provision; moving to sustainable freight– electric only delivery vehicles and cargo-bike based delivery hubs.
 - **Supporting sustainable forms of travel (walking, cycling and public transport).** Rapid delivery of the adopted Southwark Cycling Strategy; creating segregated cycle lanes on borough main roads; an infrastructure-led Green Walking Network; pedestrianised spaces in key locations (London Bridge, Bankside, Canada Water Town Centre, Peckham Town Centre); prioritising and improving bus speeds (eg bus priority corridors).
 - **Planning policies.** Car-free development supported by improving PTAL ratings in currently low PTAL areas;
 - **Sustainable EV vehicle charging infrastructure** (not on pavements!);
 - **Safe Streets.** Demanding mandatory speed limiters on all working vehicles operating in the borough; improving the enforcement of and compliance with the borough-wide 20mph limits.

Emissions: Why Transport Matters

- Since 1990, greenhouse gas emissions have fallen 41 per cent in the UK; but transport emissions are only down 2% over the same period, making it the worst performing sector.
- Transport now accounts for 26% of the UK's greenhouse gas emissions, compared to 25% coming from energy supplies.
- From the Southwark NO₂¹ data from 2017, the annual average (bias corrected) of the 89 (SDT) monitoring sites was 53.8 µg.m⁻³ compared to the EU limit value for annual mean NO₂ is 40µg.m⁻³.
- The transport Annual Monitoring Report 2017/18 found that Kilotonnes of Roads CO₂ emissions in Southwark is largely unchanged in the recent years and currently stands at 159,161 MT CO₂.
- From the DfT Annual Average Daily Flows data on total vehicle miles in driven in the borough, there has again been little change in recent years. In 2013 the total vehicle miles driven was 434 million vehicle miles in Southwark; in 2018 the figure was 425 million vehicle miles.

The following policies focus on reducing emissions in the context of climate change BUT they have a wider relevance and value and, either singly or ideally in combination, they can also address issues around public health, air pollution, road casualties and social inequality. It is the broad aim that the policies proposed below have either been adopted by another major global city or Local Authority in London or elsewhere in the UK.

Reducing Emissions from Transport: What Southwark can do at a borough-level.

1. Policies which encourage sustainable forms of travel: Walking, Cycling and Public Transport.

- Divide the borough into a series of Low Traffic Neighbourhoods – as being developed in Lewisham (as Healthy Neighbourhoods²) and Tower Hamlets (Liveable Streets³). Low Traffic Neighbourhoods reduce overall traffic levels, improve air quality and increase levels of walking and cycling.
- Roll out school streets across the borough. School run traffic makes up 25% of all London's AM traffic. Implement school streets/traffic exclusion zones around all Southwark schools that are not on main roads at the times when children and students arrive in the AM and leave in the PM. Use schools streets as pilots for more permanent and wider change in an area.
- 32% of all fatal and serious cycling casualties occur on Southwark's borough managed main roads (A or B). Southwark has just 10km of segregated cycle routes in the borough compared to 44km in Enfield, 26km in Tower Hamlets, 23km in Camden and 11km in Lambeth. Almost none of this is on borough-managed main roads. Create a network of protected cycle routes on Southwark's main roads.
- Follow the policies adopted in Oslo⁴, and reduce the net number of car parking spaces across the borough, using the space gained to provide for increased cycle parking and climate-resilient urban greening.

¹ <https://www.southwark.gov.uk/assets/attach/7491/Nitrogen-Dioxide-data-2012-2017.xlsx>

² https://consultation.lewisham.gov.uk/planning/lip/user_uploads/appendix-c---healthy-neighbourhoods-cells-map-v4-2.pdf

³ https://www.towerhamlets.gov.uk/!gnl/community_and_living/Liveable_Streets.aspx

⁴ <https://www.fastcompany.com/90294948/what-happened-when-oslo-decided-to-make-its-downtown-basically-car-free>

- Deliver a Green Walking Network (set out in the Council Plan 2018-2022) whose design supports the creation of Low Traffic Neighbourhoods and is based around infrastructure changes that connect green spaces, town centres, amenities for people on foot – initial ideas for this have been proposed by Southwark Living Streets⁵.
- Bus priority corridors. Residents in Camberwell are hampered by slow bus speeds along the Walworth Road/Camberwell Road bus corridor. Measures are needed to prioritise bus and cycle only movements along this route. This approach could be rolled out for other key corridors.

2. Policies which reduce use of fossil-fuel powered motor vehicles and their impact.

- Reducing car use. This is a key part of Mayor’s Transport Strategy but has not been embraced by London boroughs to date with the exception of the City of London⁶. Far bolder action is needed to meet targets as total vehicle miles in London have fallen by just 0.5% between 2010 and 2018⁷. In Southwark, total vehicle miles fell sharply from 1993 to 2013 but have been on the rise since then. Propose a gradual banning of car usage in Southwark in order to a) reduce emissions, b) improve air quality, c) reduce casualties and d) free up the streets for active travel and reduce bus journey times on main roads. Exceptions to be made for people with disabilities. Scheme could work as follows:
 - a) in residential areas of Southwark - along the lines of Madrid⁸ where wide areas/ neighbourhoods (including main roads) were identified where the only vehicles that are allowed in this zone are cars that belong to residents who live there, zero-emissions delivery vehicles and zero-emission taxis (both will be required to be fitted with mandatory speed limiters (see 4 below)), public transport and emergency vehicles. Roll out of zones over time across the borough with initial areas to go “car-free” being those with high PTAL ratings (see 3 below).
 - b) in areas of high pedestrian usage (such as London Bridge, Bankside, Canada Water Town Centre, Peckham Town Centre) – along the lines of the City of London pedestrian priority streets with a mixture of i) streets which will be access only for motor vehicles, with all vehicles, including cycles, expected to give way to people walking and ii) streets where pedestrian usage is so high (eg Rye Lane or the streets around Borough Market/Southwark Cathedral) that they will be fully pedestrianised or allow motor vehicle access only at certain times.
- Controlled Parking Zones to cover the whole borough. Southwark now has 53% of streets covered by CPZ compared to Lambeth 63% and Wandsworth 68%; eight boroughs have 90%+ CPZ coverage⁹.
- Increase parking charges to reflect the cost of providing road space and better reflect the value of parking provision¹⁰, to reduce vehicular traffic and usage and encourage active forms of traffic.
- Emissions-based parking charges for vehicles. Versions of this undertaken in City of London (on-street parking), Westminster (diesel surcharge), Islington (diesel surcharge for residents and on-street parking) and Merton (diesel surcharge levy resident permits).
- Introduce a Workplace Parking Levy (WPL) in the north of the borough, to reduce traffic and to add funds for the borough, noting the success of WPL in Nottingham and that this is being considered in Hounslow, Merton, Brent and Camden.

⁵ <https://southwarklivingstreets.files.wordpress.com/2019/07/southwarkgreenwalkingnetwork-proposalv.1-19feb19.pdf>

⁶ <https://www.cityoflondon.gov.uk/services/transport-and-streets/Documents/draft-transport-strategy.pdf> (p21 - Pedestrian priority streets)

⁷ www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics (Table TRA8901)

⁸ <https://www.citylab.com/transportation/2018/05/madrid-spain-car-ban-city-center/561155/>

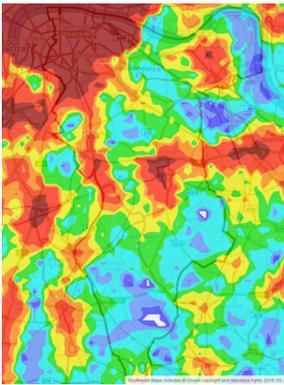
⁹ Kensington & Chelsea, City of London and Camden 100% CPZ coverage; Tower Hamlets 98%, Westminster 97% and Hammersmith & Fulham 96%, Islington 94% and Newham 90%

¹⁰ As set out in the Kerbside Strategy

- By 202X all vehicles operating under contracts with Southwark Council must be petrol/diesel free.
- Make clear Southwark Council support for a) road user charging/extension of the Congestion Charging Zone and b) extension of the ULEZ to cover the whole borough.
- Southwark to support/facilitate a move away from fossil-fuel powered delivery to electric vehicles. Southwark to facilitate cargo-bike based delivery hubs in a) areas with BIDS (eg Bankside, London Bridge and the Blue), b) regeneration areas (eg Canada Water, E&C, OKR) and c) other major town centres (Walworth, Camberwell and Peckham and East Dulwich) with a mix of sustainable last mile delivery, local hubs for click and collect and freight consolidation as well as parcel collection centres. All of this could be backed by incentives against free delivery to individual addresses.

3. Planning Policies.

- Presumption for car free development (as in Camden). Where Public Transport Access Levels (PTAL)¹¹ are low, LIP/CIL/s106 agreements should aim to invest in active travel solutions (walking, cycling and public transport) to bring PTAL levels up to those acceptable for car-free development with a focus on Southampton Way, Surrey Quays, Camberwell/Peckham borders and Nunhead.



TfL PTAL Map of Southwark (darker = better public transport coverage)

4. EV Charging Infrastructure.

- Provide charging facilities and incentives for electric vehicles only as a shared communal service, with facilities off-street or on carriageway only (not on the footway owing to trailing wires (trip hazards) and reduction in quality of the public realm). Living Streets EV Checklist link¹²

5. Safer Streets and Roads.

- All new Southwark Council vehicles to be fitted with mandatory speed limiters. All contracts between Southwark Council and suppliers to mandate speed limiters as well as all contracts with car clubs and similar.
- All street schemes in Southwark to be designed to a 20mph maximum limit; efforts to be put into enforcement of the borough's 20mph limit.

London Living Streets – 11th July 2019

¹¹ <https://data.london.gov.uk/dataset/public-transport-accessibility-levels>

¹² <https://londonlivingstreets.com/2019/06/27/london-needs-a-transport-revolution-not-an-electric-one/>