

## London Living Streets – Presentation to Southwark Council Environment Scrutiny Commission on 23rd July 2019

We would like to thank you for asking London Living Streets to present to this Commission. It is vital that transport which contributes disproportionately to air pollution and emissions and other negative impacts in the borough, principally through motor vehicle usage, is put under the spotlight.

We will not rehash the points that we have made in writing to the Commission except to restate our view that the issues of the impact of surface-transport emissions and climate change, air pollution, road casualties, lack of physical activity and liveability are all utterly interwoven. On to this list we can also add social justice; so often those who contribute the least are the people who are most affected by the negative impacts of motor vehicle use with the most obvious examples being tied in to the link between deprivation and road casualties and poor air quality.

Obviously, action is needed at governmental level across London, the UK and internationally BUT Southwark is in a strong position to make a big and positive difference through its own policies and initiatives. We would like to dig deeper into 4 out of the list of the 18 measures that we have proposed in the written submission.

**1. Creating Low Traffic Neighbourhoods.** Low traffic neighbourhoods have their origins in residential communities fighting back against the domination of their streets by motor vehicles all of which has been heightened by the advent of Sat-Navs, Waze and Uber. Low Traffic Neighbourhoods involve closing a neighbourhood of streets to through traffic through filters such as bollards and planters or bus gates. Everyone can still access their home/business BUT through vehicles need to reroute their journeys via main roads. Research into the most recent versions of Low Traffic Neighbourhoods in Waltham Forest has linked them to:

- a) reducing traffic levels overall including across the neighbouring main roads as people avoid those short journeys by motor vehicle...this is classic traffic evaporation,
- b) improving health through more walking and cycling,
- c) improved air quality and
- d) reduced casualties.

Of real interest is the fact that Lewisham has taken a strategic approach to this and has divided the borough up into 18 healthy neighbourhoods that it is in the process of starting to deliver. Greenwich too appears to be planning a borough-wide approach and Lambeth has three Low Traffic Neighbourhoods planned in its Brixton Liveable Neighbourhood scheme. Southwark is planning potential Low Traffic Neighbourhoods in Dulwich and South Bermondsey. Southwark should take a strategic approach to the

design, engagement and delivery of Low Traffic Neighbourhoods for the whole borough potentially in collaboration with the three other inner south London boroughs.

**2. Borough-wide Controlled Parking Zone.** As you well know, parking is a battle ground like no other. Southwark set out its reasons in favour of Controlled Parking Zones in its draft Kerbside Strategy in 2017 and said that they were “a proven tool to reduce parking stress and minimise congestion and disruption”. The adopted Movement Plan says that Southwark will introduce a borough wide CPZ. It is important to note that many boroughs already have almost 100% CPZ coverage including non-central London boroughs such as Camden and Tower Hamlets while Southwark has only around 50% coverage. A borough-wide CPZ should be introduced as a matter of urgency along with, as is also set out in the adopted Movement Plan, charges for both on-street and residential parking based around emissions with the aim of higher charges for more polluting vehicles.

**3. Sustainable Deliveries.** Annually across London more than 1m tonnes of CO2 and 10% of London’s NOX emissions come from diesel fueled Light Goods Vans. We need a revolution in the way that freight is moved around the borough and how deliveries are undertaken. Cargo bikes are becoming amazingly efficient movers of freight and electric-assisted cargo bikes are now able to carry up to 300kg. Southwark Council has a tremendous opportunity to become an exemplar borough in London for sustainable deliveries. Each of the borough’s three BIDS are committed to sustainable freight with Team London Bridge pressing ahead with its London Bridge Cycling Strategy; organisations such as Cargo Bike Couriers SE1 and Pedal Me are based in Southwark. With regeneration occurring in Canada Water, the Elephant and the Old Kent Road, it is also possible to lead the way and design delivery and freight consolidation hubs into regeneration plans.

**4. Safer Roads and Streets.** Southwark was one of the first London boroughs to adopt a 20mph limit. Speed limiters, called Intelligent Speed Assistance or ISA, are now coming in for many vehicles and ensure compliance with the limit. All new TfL buses are now fitted with mandatory speed limiters and the EU Parliament recently passed a law to fit over-rideable speed limiters on all new vehicles from 2022. Both Camden and the City of London are a) adopting ISA for new purchases for their own fleets, b) ensuring that ISA is a standard requirement for any service procured with a fleet requirement – this could for example cover all vehicles involved in housing repairs etc and c) encouraging the uptake of ISA in other fleets, such as taxis, deliveries and construction. We strongly advocate that Southwark also adopts this approach and in addition mandates that all car club vehicles with a base in the borough are fitted with a speed limiter.

This is a diverse set of initiatives that try to illustrate the range of influence that a single borough can have but there are many more! Thank you.