



SOUTHWARK CYCLISTS: CLIMATE SAFE STREETS CAMPAIGN

We're calling on the next leader of Southwark Council to make an urgent commitment to deliver #ClimateSafeStreets.

The 2022 council elections are a fundamental point on London's zero-carbon journey. Road transport emissions are the largest and most stubborn source of London's emissions and borough councils control 95% of the city's roads. We need a strong commitment from all our borough councils now – that's why we're calling on Southwark Council to play a full and fair part in cutting road transport emissions and ensuring London becomes a zero-carbon city by 2030.

SOUTHWARK AND THE CLIMATE

The [Southwark Climate Strategy](#) contains much that is good, e.g. a commitment to being carbon neutral by 2030 and "make Southwark a Low Traffic Borough". However, we are not seeing the rhetoric backed up by concrete action. The Council also admits that "there is a significant capital funding gap to facilitate the scale of change required to move towards carbon neutral ... £967m of capital expenditure is required for measures relating to transport." It is unclear where this money would come from. [You can read the Southwark Climate Strategy here.](#)

In light of Southwark Council's current approach towards addressing the climate crisis, we're requesting the following asks of the council's next leader to ensure that their roads are decarbonised by 2030.

SOUTHWARK CYCLISTS' ASKS

- 1. Reducing motor traffic - Low-traffic neighbourhoods (LTNs): Implement a bold and ambitious programme to turn the borough into a series of neighbourhoods that do not permit through traffic, with a target of completion by the 2026 elections.**
 - Reducing motor traffic has a positive effect on neighbourhood streets and on boundary roads, reducing overall traffic levels, increasing walking, wheeling and cycling, improving air quality, and lowering road casualties, which typically impact deprived communities the hardest.
 - Southwark has done brilliant work in recent years introducing several LTNs, and should keep this momentum up and expand the coverage.

- LTNs are also critical for achieving a network of active travel routes on back streets. For example, the Southwark Spine remains a significant disappointment because the council is trying to deliver it without addressing a key barrier to cycling, high traffic volume on surrounding streets.

Priority areas:

- North Camberwell (west of Camberwell Road); Bellenden village and other parts of Camberwell; expanding Walworth LTN east to Old Kent Road and west to include John Ruskin Street; North Dulwich Village LTN; Expanding North Peckham LTN (proposed Burgess LTN); Burgess Park

Subsequent areas:

- East Dulwich; Bermondsey Street and Long Acre area; Neighbourhoods surrounding the Old Kent Road; neighbourhoods around Queens Road Peckham; Nunhead; East Walworth

2. Develop a programme of safe, attractive, and car-lite walking/wheeling routes across Southwark that connect residents to their local high streets in 15 minutes and create links between green and open spaces to enable higher levels of leisure walking and wheeling, with a target of completion by the 2026 elections.

- Addressing walking/wheeling and cycling routes strategically is key to enabling more people to travel actively and to access public transport easily and safely.
- Southwark must deliver quickly and cost-effectively the TfL Cycleway network across the Borough on the roads it controls using appropriate on-street segregated routes on main roads.

Priorities:

- Southwark Spine; around Elephant and Castle, and permeability across the New Kent Road; Rye Lane

Deliver cycle tracks on roads that Southwark controls:

- A3 (Newington Causeway); A215 (Walworth Road, Camberwell Road, Denmark Hill); A2214 (Half Moon Lane, East Dulwich Grove, East Dulwich Road); A2216 (Lordship Lane, Dog Kennel Hill)

Deliver cycle tracks on TfL-controlled roads:

- A2 (Old Kent Road, Great Dover St); A201 (New Kent Road); A202 (Camberwell New Road, Peckham Road, Queens Road Peckham); A3 (Borough High St)

3. Parking: Significantly increase secure and accessible for cycle parking throughout the borough, introduce borough-wide coverage Controlled Parking Zones (CPZs) and increase the cost of parking to more accurately reflect the true impact of driving through increased on-street and residential parking charges.

- Charges should be levied for all vehicles parked on Council Estates.
- Parking is a key policy lever for Southwark to allow our streets to flourish as places for people rather than the movement and storage of motor vehicles. (In London, cars are parked for 96% of the time on average.) As Southwark controls the supply of most parking, it must manage this to deter polluting

and congestion-generating traffic.

- Significantly increase secure and accessible for cycle parking throughout the borough.
- Close, or significantly scale down and repurpose all council-owned car parks - Choumert Road, Peckham Town Centre including in parks, eg. Belair Park, Burgess Park, Dulwich Park, Peckham Rye, Southwark Park.
- Turn parking spaces over to other uses such as shared mobility hubs and community parklets, wider pavements.
- Target completion by 2026 elections.

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