



# ***CLIMATE SAFE STREETS***

## **ONE YEAR ON, ONE YEAR TO GO**

**Progress on Climate Safe Streets  
by London's Mayor and Boroughs**  
May 2023



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## INTRODUCTION

**Simon Munk**  
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 London Cycling Campaign



There are pressing crises impacting London as a city right now. But none more pressing than the climate emergency – and our response as a city to it – because action, or inaction, on climate also has a direct impact on every other crisis the city faces.

Some London politicians, and some of the public, are right now saying loudly that increasing any charges for car driving should not happen during a ‘cost of living’ crisis. But it is our reliance on petrol and diesel and gas that is driving (pun intended) so much of that crisis. And reducing reliance on oil and gas is core to also tackling the climate crisis. Delaying action on fossil fuels and our consumption of them only prolongs the current cost of living crisis and saves up the certainty of worse impacts on our city, our poorest residents and our financial stability for later.

The same can be said of other crises of pollution, inactivity, road danger, congestion, childhood independence and community severance. As a city, we can either try and tackle these issues in piecemeal fashion, or we can recognise that radically reducing car use (a majority of which in London could be done relatively easily by other modes, says TfL analysis) and enabling alternatives to the car not only reduces climate-changing emissions, which has a huge knock-on impact for London, but it also directly goes to fixing the multiple other crises listed above.

That’s why London Cycling Campaign launched its ‘Climate Safe Streets’ campaign and reports in 2020 and why we continue to talk about climate in relation to cycling around London. Because of course, fully realising the enormous potential for cycling in London is not only a solution to enable people to ditch cars when possible, it’s also just about the only solution to help people ditch cars we have that can be rapidly and cheaply rolled out and scaled up.

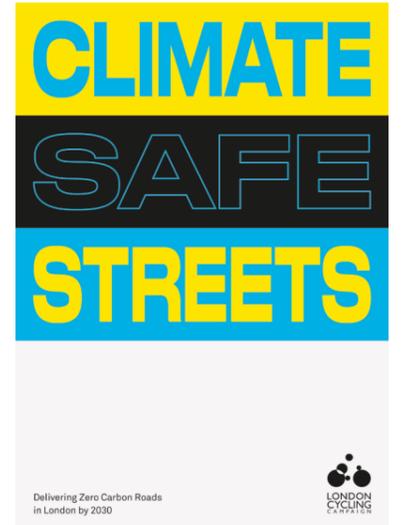
We need far more walking journeys and we need more and better public transport and shared mobility options (and our report and campaigning speaks directly to these issues as well as cycling). But we can’t build new tube lines

in a few months, we can’t roll out loads more buses on roads already at a standstill and we can’t boost walking mode share dramatically – because London already is a city where most people walk (or wheel) lots. We need a lot more cycling and it is relatively easy and cheap to get it. Hence Climate Safe Streets being cycling safe streets and hence our campaigning on this issue.

So, how is London doing on progress on climate action, and specifically on progress around Climate Safe Streets delivery? We asked the Mayor of London, Sadiq Khan, prior to his re-election in 2021 (delayed from 2020 due to the pandemic) to commit to a series of Climate Safe Streets actions: roll out the ‘Strategic Cycling Network’ as defined by TfL, roll out ‘shared mobility’ so everyone can get around easily (electric car club bays, eBike / eScooter hire, cargo bike loan schemes etc.) and move forward on charging driving in a manner to reduce the most damaging journeys from our roads via a ‘smart and fair road user charging’ scheme. The Mayor has a year to go before he faces London again (in 2024) – so how is he performing on these issues and on climate generally? Below we assess the Mayor’s progress across London on his committed to trajectory to reach ‘net zero’ emissions in London by 2030, and his related progress on rolling out changes to our streets and reducing car use, enabling alternatives.

Similarly, May 2023 marks one year since the 2022 local council elections in London where we asked potential council leadership candidates in every borough to commit to specific Climate Safe Streets asks for their area. These asks were tailored by our local groups to reflect what was most needed most urgently to keep councils delivering on carbon emissions reduction. We also assess below every London council on their actions on climate and Climate Safe Streets, given that these councils are now one year in to their administration’s cycle.

One year to go for the Mayor, one year on from borough elections – how are they doing?



*Climate Safe Streets: Delivering Zero Carbon Roads by 2030 report, published March 2020*



*Climate Safe Streets: One year on report, published April 2021*

## EXECUTIVE SUMMARY

For each of London's 32 boroughs (we've left out the City\*), we've tracked progress not only on delivery of schemes and activities over the last year that we asked councils and the Mayor to deliver via our Climate Safe Streets campaigns, we have also tracked each council's progress on reducing the mode share of private motor traffic. In the absence of roads transport emissions data that is coherent across a decade (due to changing emissions methodologies), this will correlate closely with the trajectory for emissions on roads reduction.

Obviously, roads transport and indeed private motor traffic emissions, are not the only way residents of and those passing through boroughs produce climate-changing emissions. But as we and other experts have long argued, road transport is one of the areas where there is most direct power devolved to the Mayor of London and the boroughs – and indeed we can see directly the results comparing those boroughs that have done nothing on restraining car use and enabling alternatives to private motor vehicles to those who have been acting progressively for some time.

The Mayor has one year to go before facing the public – and while he has gone a long way, he has a long way to go to embedding his legacy on climate and road danger. Similarly, we emerge from the Covid pandemic and local council elections of 2022 with a field of boroughs spread wide from front-runners taking rapid action on these issues to those turning and going the wrong way down the field entirely. London is split between Climate Safe Streets haves and have nots – and in the next three years we'll need to see a lot more action from a lot more boroughs if our city and planet is going to go in the right direction.

\* City of London's progress, commitments and indeed results are not really comparable to other London boroughs due to the lack of a significant residential population, with most people in the City area at any point being workers. Results for City were included in the London-wide data used.

### SADIQ: BOLD, BUT NOT BOLD ENOUGH

London's driven vehicle km was going up and up and up (according to the DfT figures) pre-pandemic. Obviously, motor vehicle use dropped dramatically in the capital during the pandemic, but the 2021 figures show it rapidly recovering. However, even overall, the reduction in km driven in 2020 amounts to a less than 20% cut on the year before. The Mayor of London's team suggests that we need to reduce road km driven by 27% by 2030 as well as electrifying a lot of motor vehicles. Or put another way – we need to reduce road km driven more than we saw during the worst year of the pandemic, on a permanent basis, to fulfil our climate obligations.

The same visible slow progress is true looking also at London's mode share of private motor vehicles compared to other modes. Whether outer or inner London, private motor vehicle mode share was dropping just over half a percent a year in the years preceding the pandemic on average. That rate of progress would need to be significantly increased to get the Mayor to his Transport Strategy target of 20 percent of journeys done across London by private motor vehicles by 2041. And that target was set before the Mayor's declaration of a climate crisis and target brought forward of a net zero London by 2030.

This all is to a backdrop of TfL analysis that suggests a majority of motor vehicle journeys done in London could relatively easily be done by other modes. Most motor vehicle journeys are not ferrying tools or heavy goods or parcels from A to B to C to D – they're single start-end A to B journeys, with no passengers, light loads, short distances etc.

The coming ULEZ expansion is likely to reduce motor vehicle journeys significantly in the capital. But it already reaches to the north and south circular, well into outer London. So it is clear that the Mayor, to hit his own targets, will need to do far more to shift journeys away from cars, and to decarbonise roads transport.

The good news is the Mayor's progress towards 'Vision Zero', an end to serious and fatal road collisions is steady, but on track for Sadiq's target of 2041 approximately. There is more that could reasonably be done in this area – most notably on junctions, where most such collisions happen. But the Mayor is broadly to be commended for the work he's doing on this area on the Met's speed enforcement and on 20mph rollout.

So, while it is clear that the Mayor is doing much to move London towards reasonable, realistic and vital targets on decarbonisation and road danger, and while there are structural issues with him achieving them beyond his immediate power, most notably the intransigence of some London boroughs and the lack of funding coming from government (particularly in comparison to other global cities), there is also more the Mayor could do to accelerate progress and make it more coherent.

Our key recommendations for the Mayor are therefore:

- **Get the ULEZ expansion done without delay – it is vital that rollout of road-user charging such as this is not further delayed or weakened in the run-up to the next Mayoral election.**
- **Solve internal incoherence in TfL – TfL as a body is forced to juggle limited roadspace, funding and capacity between multiple surface transport modes. But siloed working is leading to a situation where benefits and schemes for buses are being pitted directly against benefits and schemes for active travel (walking and cycling) while too often private motor traffic is left to the side. This infighting must be resolved – and there are ways forward with innovative scheme types that simply do not seem to be being considered, championed or rolled out as fast as needed which deliver wins for buses and active travel.**

### **BOROUGH: THE GOOD, THE BAD AND THE SO-SO**

There is a clear gulf now in trajectory and action emerging between the boroughs taking action and those not, and broadly, it is more common for inner London boroughs to be taking action than outer – although there are exceptions in both directions.

The only London borough where mode share for private motor vehicles has risen between 2010 and 2020 is Tower Hamlets\*. But inner London boroughs Southwark, Lewisham and Haringey and outer London boroughs Redbridge, Bromley and Croydon are all trailing the average inner and outer London mode shifts, but this, given the pace of change in these boroughs has been slow to non-existent, is not a surprise (Southwark and particularly Haringey shifted gears on delivery post 2020).

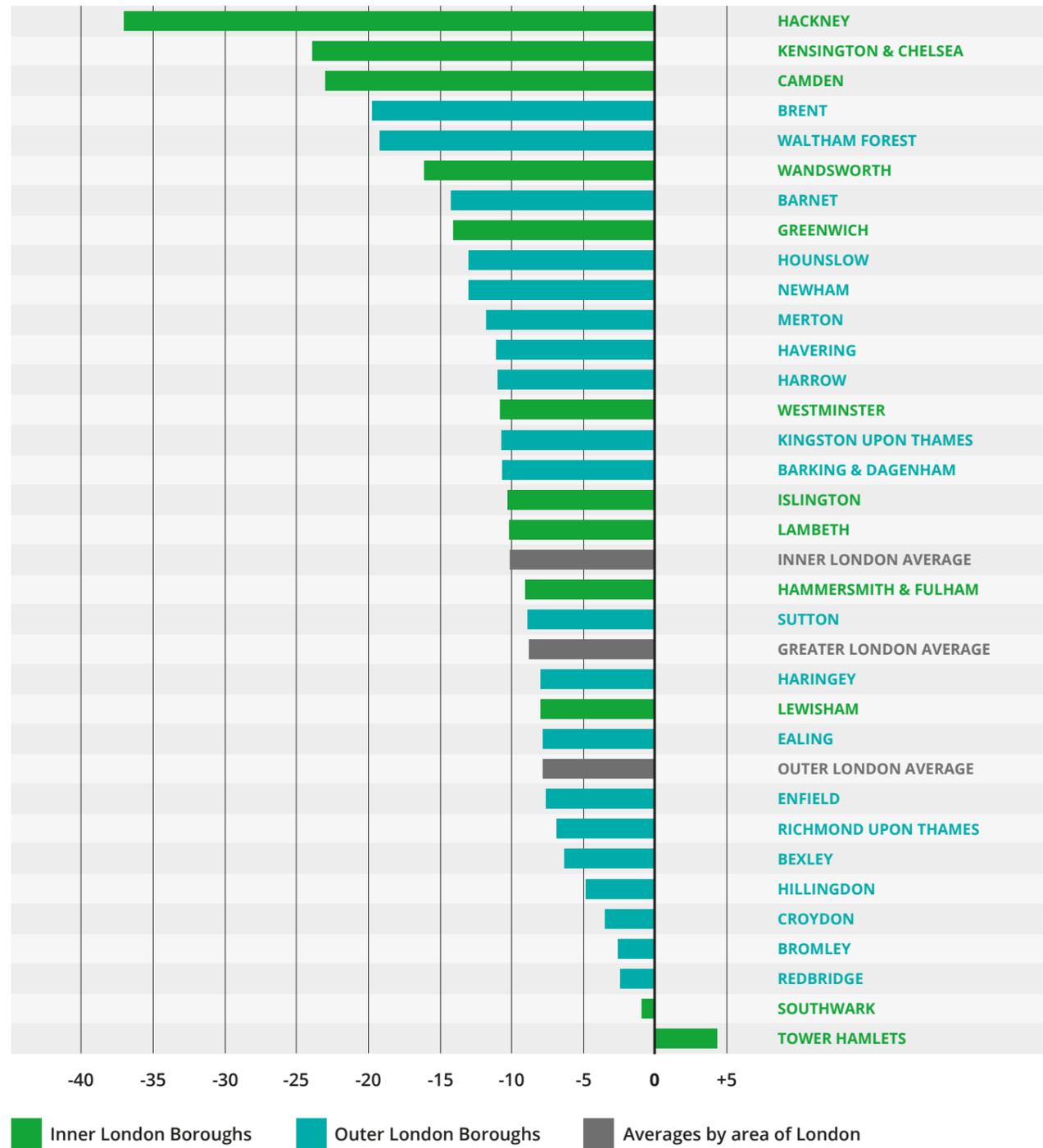
What is more of a surprise is that at the other end of the scale – where boroughs are shifting away from the car faster than average, those known for taking action such as Hackney and Camden in inner London and Waltham Forest and latterly Hounslow in outer London are joined by boroughs whose residents are showing huge appetite to ditch cars, despite the borough's inaction. Step forward Kensington & Chelsea and Wandsworth, Brent, Barnet and Greenwich (the latter of which did start to deliver on schemes post-2020 again). Imagine the mode shift Kensington & Chelsea could achieve if it actually put its mind to it...

In terms of delivery, boroughs like Camden, Hackney, Islington and Waltham Forest have surged ahead in delivering on active travel, emissions and road danger reduction – they were moving fast before the pandemic and delivery appears to have if anything accelerated. But these boroughs are too few and far between.

Far more common are boroughs like Brent, Greenwich, Hammersmith & Fulham, Kingston, Lewisham, Newham, Richmond, Southwark and Wandsworth – lots of fine words, patchy delivery and nowhere near enough the pace needed. These boroughs need to accelerate progress rapidly, learn from the top tier and really focus on delivery if their climate emergency declarations are more than hollow words.

\* Mode share data uses a three year rolling average for data. For changes in mode share over time, due to fluctuations in data, we calculated the shift away from private motor vehicles by borough over the period using the highest mode share for private motor vehicles of the two time periods during 2010-2014 and the lowest mode share of the 2016-2020 periods and then calculated the percentage change in mode share.

### PRIVATE MOTOR VEHICLE MODE % CHANGE FROM 2010-14 TO 2016-2020



There are also a few interesting boroughs that have recently changed party colour. Westminster and Barnet switching from blue to red seems to mean more forward progress, but the same is arguably true for Croydon, now delivering schemes having switched from red to blue.

Below the boroughs delivering middling schemes at a middling pace are far too many boroughs essentially doing little to nothing while the planet burns and the collisions keep mounting up year after year. And below them still, the real villains of this piece.

Kensington & Chelsea has ripped out the only cycle track ever installed in the borough while individual councillors have undermined and attacked TfL junctions schemes designed to save lives. Tower Hamlets has elected a Mayor on a manifesto of opening roads to more motor traffic in a climate crisis. And Ealing and Harrow have both ripped out copious numbers of schemes on flimsy pretexts and then sat back to do next to nothing so far. Harrow have even joined Bexley, Bromley and Hillingdon (and Surrey County Council) in going so far as to sue the Mayor of London over his plans to expand the ULEZ scheme. Unsurprisingly, these four are some of the least active on delivering change on issues around car use, climate and pollution (even to the extent they've rolled out some of the lowest numbers of on-street electric car charging points in London, as charity Possible has pointed out).

This exposes not only a Climate Safe Streets postcode lottery – with the emissions and experience of people walking, cycling and wheeling in Waltham Forest increasingly different from those doing so in Harrow, Tower Hamlets or Ealing, but more, the gaps in the Mayor of London's power – if boroughs like Kensington & Chelsea and Harrow can thumb their nose at Sadiq, what chance his targets on Net Zero and Vision Zero?

Regardless, if any council or Mayoral targets are to become a reality, this report is clear that we need a lot more Hackneys, Camdens and Waltham Forests and that means Brent, Greenwich and Richmond really getting their skates on in the next three years. And it means those boroughs currently proposing to launch expensive legal actions over ULEZ or sitting back and quietly delivering nothing on climate emissions must now move in accord with the Mayor, the evidence and London. We have three years for every London council to really start delivering. The clock is ticking.

# HOW ARE THEY DOING?



## A note about data in this report

There are primarily three types of chart used in this report. For most reports, we have taken data from 2010 onwards to 2019 – beyond 2019, the data we have shows huge diversions from London under normal conditions due primarily to the Covid pandemic and ‘lockdowns’ that followed that reduced mobility, and subsequent road collisions, dramatically, with a host of short-term side effects on transport.

In our view, the pandemic’s dramatic realigning of working patterns and transport priorities is not something to be ignored in a rush to return to ‘business as usual’ which ignores the lessons to be learned on active travel and transport decarbonisation. A ‘car-led recovery’ is sadly what we have largely ended up with – but travel patterns, altered for years, continue to represent ways forward on ditching the car that we ignore at our peril.

For the charts we have produced we’ve created a smooth trajectory from 2010 to 2019 of actual data, onwards, ignoring the pandemic and running into the near future, to show where we expect London and the boroughs to be transport-wise if the pandemic hadn’t happened and London had carried on with ‘business as usual’. Obviously that means these charts are already 2-3 years of data out of date and during the pandemic some councils accelerated delivery of transport alternatives, while others rolled them back etc.

### The three chart types we have provided are:

**1. Road km driven** We have provided such data on a London-wide basis only using DfT data. Breaking such data down below London-wide level to boroughs has risks from the limited number of traffic count points used each year in each borough. The Mayor of London’s team has modelled ‘net zero’ pathways for London that show a cut of 27% in road km driven by 2030 is needed from pre-pandemic levels.

Data source: [roadtraffic.dft.gov.uk](https://roadtraffic.dft.gov.uk)

**2. Private motor vehicle mode share** This is the percent share of private motor vehicles, including cars, vans, lorries, motorcycles, taxis and private hire vehicles of all journeys in London, as compared to those walked, taken on public transport (tube, bus, train etc.) and cycled from TfL’s Travel in London reports. One of the key aims of The Mayor’s Transport Strategy is for mode share for private motor traffic to go from 36% a few years ago to 20% by 2041. Mode share can change relatively independently to overall number of journeys, population and km done by mode. In other words, if more people move to London, that might mean km driven goes up, but

if km cycled goes up even more, then mode share will shift towards cycling. The data London holds for climate-changing emissions from roads transport has changed in methodology several times during the last decade – so mode share is the closest we have to quantifying how successful the Mayor and boroughs have been on decarbonising roads transport in terms of taking action.

Data source: [tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports](https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports)

**3. Numbers of serious and fatal road collisions** Taken from TfL reporting of ‘Stats19’ data. The Mayor has committed London to eliminating collisions where people are left “Killed or Seriously Injured” (KSIs) by 2041. Again, while journey rates for individual modes can go up or down, this can be relatively independent of collisions – so it is clear several London boroughs, for instance, have been able to massively increase journey rates for those walking and cycling while simultaneously reducing actual numbers of collisions of such road users.

Data source: [tfl.gov.uk/corporate/publications-and-reports/road-safety](https://tfl.gov.uk/corporate/publications-and-reports/road-safety)

For each chart type we have provided forward-predicted trajectories for the pattern of data over years. For those charts relating to Mayoral and London-wide progress, we have plotted the trajectory until 2024, for borough charts we have plotted until 2026. Neither end time should be taken as an accurate plot for the future – and given the nature of the changing world and road transport delivery, it is likely only the first 3 years or so of predicted data would be useful – but those three years are already historic, as they are when the pandemic happened. So please use these charts to give you a rough idea of how delivery and progress was going pre-pandemic – a visual aid to show who was doing well and who was doing badly. Don’t try and pull actual predicted numbers for 2026 or 2024 even from these.

We also have provided a Red, Amber, Green (RAG) assessment of progress on each borough and the Mayor’s progress on active travel and roads transport decarbonisation schemes – based on progress towards the ‘asks’ made of these authorities by London Cycling Campaign and its local groups. Green means progress is on track to fulfil the ask made by the end of the current term, amber means some progress has been made but a successful fulfilment of the ask is not guaranteed and red means little to no progress has been made on the issue.

# LONDON (MAYOR)



# London (Mayor)

## LCC RECOMMENDATION

The Mayor must find ways to accelerate his programme if his Net Zero and Vision Zero targets are to be met. Get ULEZ done, tackle the worst junctions better, get bolder on main roads and with boroughs that lag behind.

## CLIMATE COMMITMENTS

In 2021 Mayor Sadiq Khan committed to a ‘net zero’ London by 2030, and by implication, a net zero roads transport system. Sadiq’s team estimates a 27% road km cut is need by 2030 as well as electrifying motor vehicles to reach that.

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Before his election, Sadiq said:

“I am determined that we do not emerge from this pandemic to replace one health crisis with another. Getting Londoners out of their cars and cycling will be a huge part of this. In my first term as Mayor, I am proud to have taken world-leading action to promote cycling. I appointed London’s first Walking and Cycling Commissioner and have increased London’s protected cycle space by five times what it was when I started.”

Sadiq promised more main road cycle tracks and low traffic routes, modernisation of the Santander Cycle Hire scheme including e-bikes, and 5,000 cycle parking hangars on residential streets with the ongoing aim of ensuring walking, cycling and public transport reaches 80% mode share by 2041.

## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	MAYORAL ACTION
<b>Strategic Cycling Network</b>	Half complete by 2024.	Likely approximately a quarter complete, 5x main road cycle tracks than before, routes through LTNs also. But pace of delivery on main roads reduced recently.
<b>Shared mobility / hire</b>	Provision within 300m of all London homes and workplaces.	Rapid rollout of EV charging points, car-club bays, dock-less hire of eScooters and eBikes but mostly driven by private sector and borough contracts.
<b>Smart and fair road-user charging</b>	In progress by 2024.	ULEZ to all London 29 August, consultation for which included questions on smart road-user charging, so scheme is likely to progress depending on election.
<b>Other activities</b>	Mayoral commitment to Net Zero by 2030 & Vision Zero by 2041.	Being significantly undermined externally by lack of government funding, and by borough council intransigence from some areas. Also silo-working inside TfL is resulting in buses and cycling being pitted against each other, rather than working in harmony, delaying and derailing progressive schemes.

As the charts opposite and overleaf make clear, despite a rapid rollout of schemes at the start of the pandemic, progress overall is still far too slow and partial particularly on net zero. Some of the problem is clearly transport funding post-pandemic. But we believe there is much that the Mayor could do despite funding restrictions – most notably being bolder on the ‘TLRN’ red routes he has direct control over, delivering cheap Low Traffic Neighbourhoods (LTNs) with boroughs and far more bus gates that deliver benefits for active travel and public transport.

### NET ZERO PROGRESS

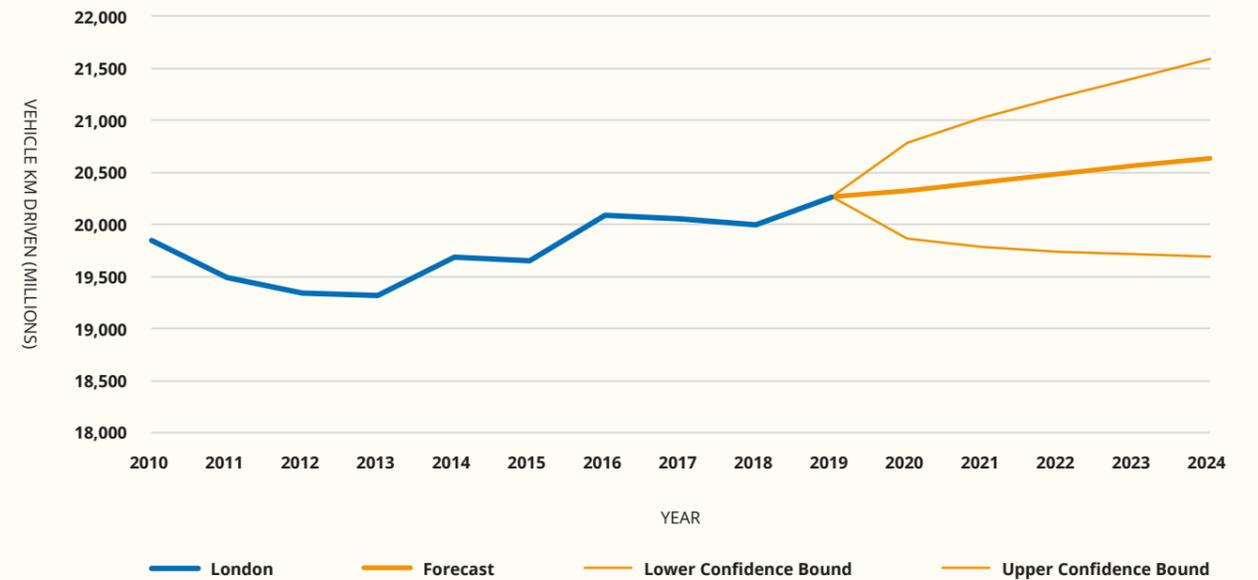
The top chart opposite shows in blue DfT estimates of vehicle km driven across London from 2010 to 2019. To achieve the Mayor of London’s ‘Net Zero’ commitment means reducing vehicle km driven across London by 27% by 2030, the forecast line in orange should then be heading steeply downwards.

The London-wide trajectory for road km driven is going upwards, if anything.

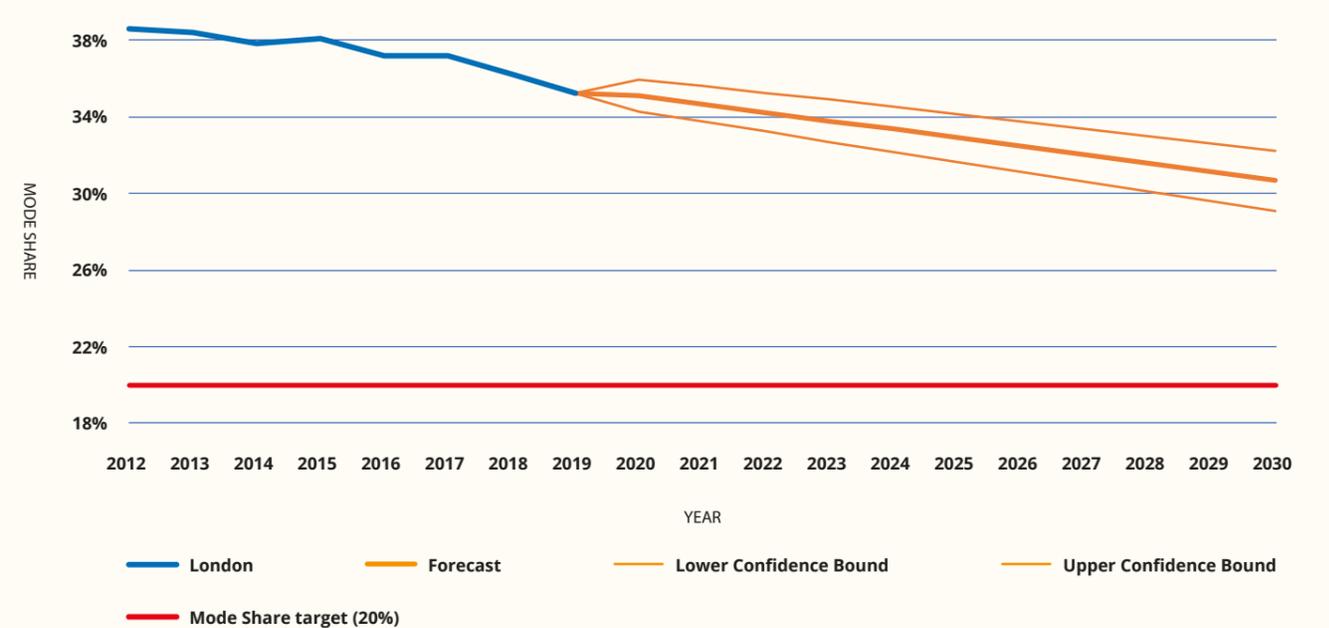
The chart below shows mode share for private motor vehicles in London. The Mayor’s Transport Strategy was predicated on a 20% share for public transport and active travel by 2041, but his later Net Zero commitment clearly implies this has to accelerate. Yet prior to the pandemic, this line was only very slowly descending.

This makes clear the scale of change and rapidity needed for the Mayor to get realistically to anywhere near net zero on roads transport by 2030 – we’ll need not just rapid electrification of just about all remaining cars (and most other motor vehicles) on the road, we’ll also need swift and bold measures to reduce road km driven and private motor vehicle mode share in London across all sectors – including commercial freight.

### ESTIMATES OF VEHICLE KM DRIVEN ACROSS LONDON (MILLIONS)



### PRIVATE MOTOR VEHICLE MODE SHARE IN LONDON



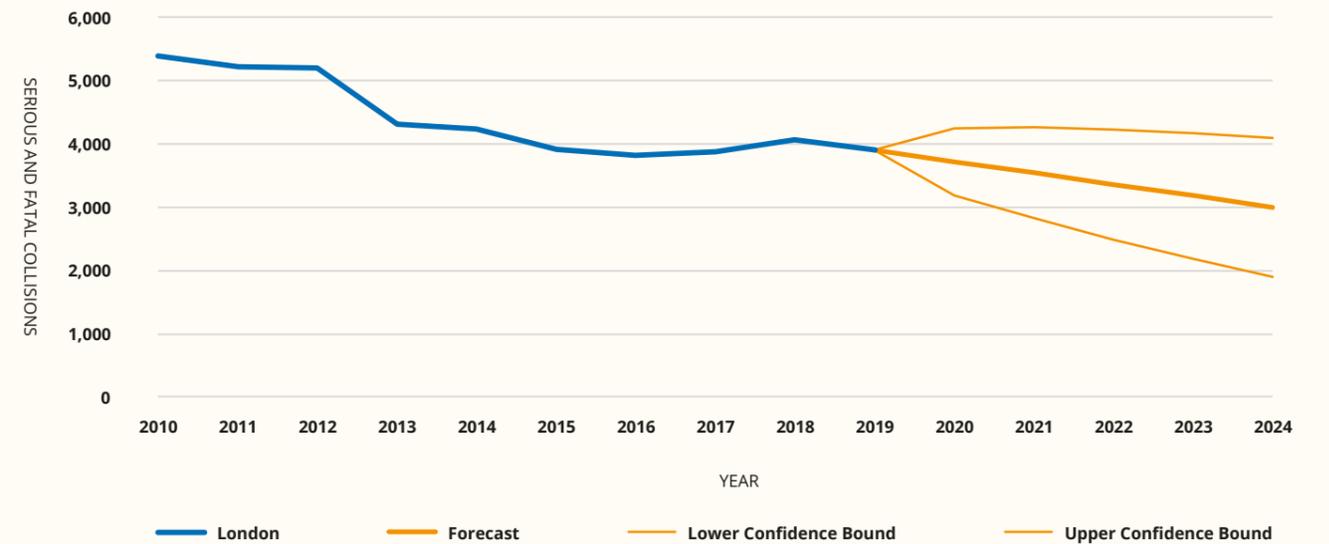
### VISION ZERO PROGRESS

The chart opposite shows in blue serious and fatal collision numbers across London from 2010 to 2019 (reporting on these numbers was improved in 2017 and numbers prior to this have been back-casted by TfL, while collision rates during the pandemic, so after 2019, aren't comparable). To achieve the Mayor of London's 'Vision Zero' commitment of an end to such collisions by 2041, the forecast line in orange should then be heading steeply downwards. The trajectory is downwards, but at a rate of a reduction of around 165 serious or fatal collisions a year. Assuming that rate continues, the Mayor is not far off track. Across London, cycling and walking rates are rising rapidly, particularly during the pandemic years not covered with data here (due to the chaotic nature of lockdowns and changes on our roads) – so the signs are the Mayor is heading in the right direction on this target, reducing collisions while active travel numbers increase.

In the current Mayoralty, Sadiq has done really well rolling out his Direct Vision lorry permit scheme and 20mph in inner London boroughs, and the Met Police are on target to enforce on 1 million speeding tickets by 2024 – a massive increase in enforcement. But there's much for the Met still to do under Sadiq's watch on enforcing on dangerous driving and other roads issues – and we're still waiting for councils to pick up the opportunity to enforce road traffic contraventions such as on parking via camera properly.

Most obviously of all though, our Dangerous Junctions campaign has repeatedly highlighted the slow rate of progress on junction changes – the places where most serious collisions happen in London, and the lack of boldness on rolling out changes, with many TfL designs still including safety "critical issues" by TfL's own assessment criteria; as well as a lack of willingness to embrace the temporary and trial measures that TfL used so successfully at Holborn following the death of Dr Marta Krawiec, to get change within weeks, and that have enabled the rapid rollout of cycle routes.

### NUMBERS OF SERIOUS AND FATAL COLLISIONS IN LONDON



On Vision Zero delivery, junction design etc. it is also striking that with a significant proportion of schemes it appears that TfL internally ends up working for private motor traffic to avoid any delays to bus journey times, but fails to consider bolder alternatives that deliver for public transport, cycling, walking, wheeling and road danger reduction – such as wider use of 24/7 bus lanes and bus ‘gates’. TfL must find ways to innovate rather than retain a status quo that doesn’t even work within the narrow lens of bus journey time reliability.

There is a clear funding issue also with junctions – with government expecting TfL to operate without any subsidies, unlike other major cities’ transport networks. But there is, as above, much that could be done cheaper or differently to avoid that. For safety, the gaps remain junctions for now – and the problem remains primarily TfL weakness on this area. This is where the Mayor needs to focus now to continue to reduce collisions at an appropriate rate, or even accelerate it to save more lives faster.



# INNER LONDON BOROUGHS



# Camden

## LCC RECOMMENDATION

Camden is one of the stars of London on climate safe streets – not only committing to a bold and rapid roads decarbonisation programme but broadly keeping it on track. Where the council should increase focus is on road danger – while collision rates are dropping due to rising cycling and walking levels, actual numbers of collisions are not coming down fast enough, and progress on road danger reduction was slowing pre-pandemic.

## CLIMATE COMMITMENTS

- Declared emergency 2019
- Plan for borough to be carbon neutral by 2030

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Pledged to all asks. Cllr Adam Harrison said “Camden Labour wants everyone – regardless of their background and ability – to have the choice of safe cycling in our borough... This will help Camden to meet carbon reduction targets. Ongoing funding constraints may prove a challenge in the coming years, but we are actively looking at other potential funding streams.

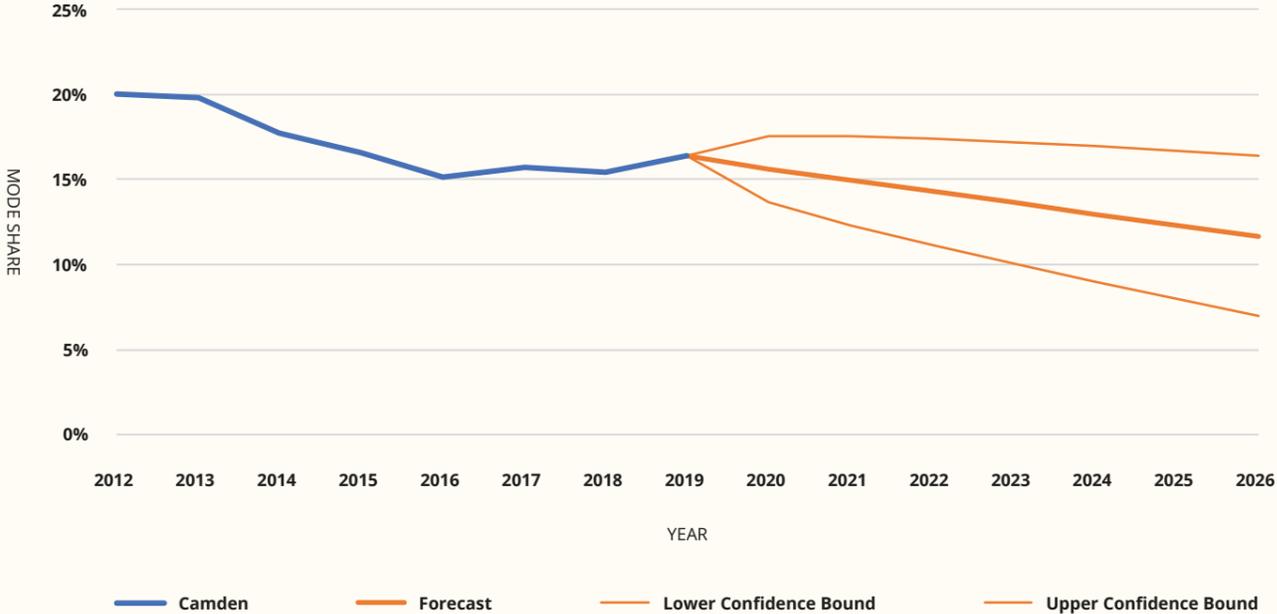
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
Protected cycle tracks on main roads	5km per year, 44km by 2026.	Haverstock Hill 2+km, completed 'West End Project' on Tottenham Court Road and Gower Street & 13km more in train.
'Secondary routes'	20km by 2026.	Camden Square / C50 2+km completed, further schemes in plan.
Low Traffic Neighbourhoods	3 per year, covering 55% of residential area by 2026.	Made Queen's Crescent & Covent Garden LTN schemes, all 2020 'mini' LTNs made permanent, 7 more in plan.
Other	N/A	Junction work at Holborn. 19 permanent School Streets and 3 trial schemes, with 8 more consulted on and agreed.

**NET ZERO PROGRESS**

Camden’s mode share for private motor vehicles (the blue line is actual, yellow is forecast assuming steady progression rather than the pandemic!) is rapidly dropping – beating out the inner London average significantly. The borough has been acting progressively to reduce and restrict private motor traffic for some years now, so the graph is unsurprising – but we don’t yet have data for the results of the borough’s accelerated delivery in the pandemic, maintaining one of the boldest programmes of changes in London since.

**PRIVATE MOTOR VEHICLE MODE SHARE IN CAMDEN**



# Hackney

## LCC RECOMMENDATION

Hackney is an exemplar on Climate Safe Streets delivery and climate action generally. For the next three years its administration should maintain course in general, accelerating action on main roads and junctions for safety and decarbonisation, and focus on children’s travel, while starting a programme of unlocking mobility on its estates too.

## CLIMATE COMMITMENTS

- Net zero council by 2040

Draft action plan includes:

- 59% walking & cycling mode share by 2030 (from 53% in 2020)
- 10% cut in motor vehicle freight from 2019
- 64% cars, 68% vans are electric by 2030
- 5% trips starting in Hackney by car or motorbike (from 13% in 2020)

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Pledged to all asks.

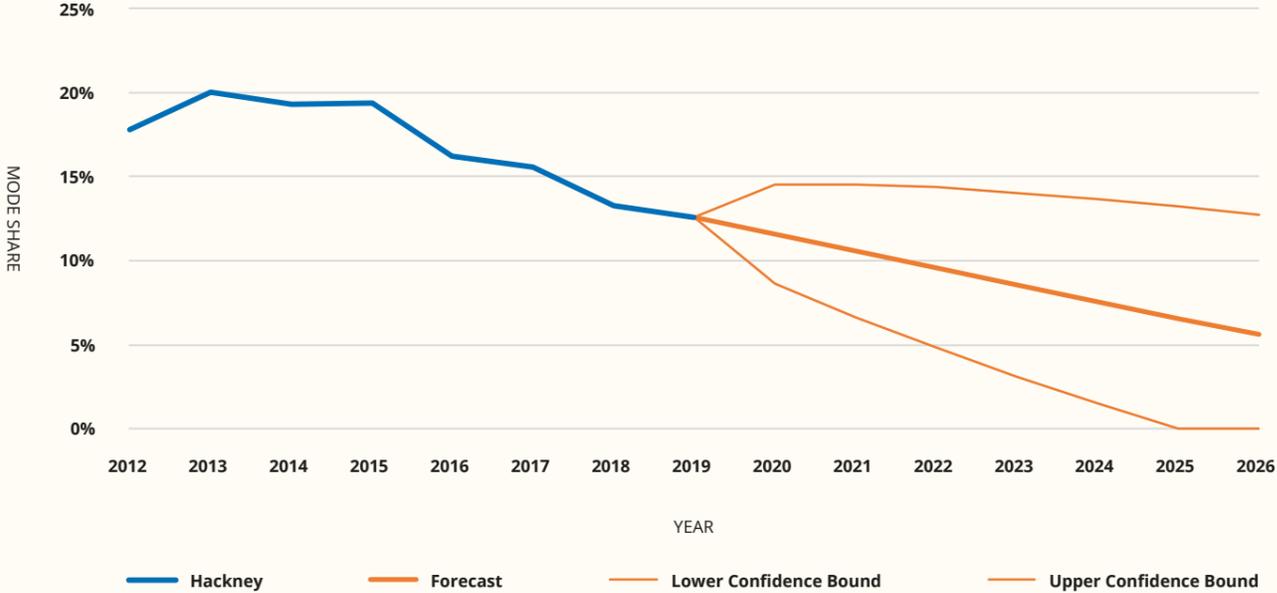
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
School schemes	'Safe routes' for walking & cycling for all schools.	Set to be 60 School Streets by 2025 (49 now). But no progress on wider routes to schools.
Low Traffic Neighbourhoods	100% residential coverage, 2025.	Council committed to 75% coverage by 2025, 3 schemes announced.
Cycle parking	End waiting list for residential cycle parking, parking for cargo bikes, adapted cycles & on estates.	4,000 residential spaces announced by 2026, doubling capacity & matching current waiting list.
Housing estates	All estates 'accessible' for cycling.	No substantive action.
Main roads	Cycle tracks and junction redesigns.	Pembury Junction scheme announced, C23 on Lea Bridge Road and across roundabout in construction, consultations and announcements for other main roads.
Other	N/A	Council exploring introduction of road-user charging.

**NET ZERO PROGRESS**

Hackney’s private motor vehicle mode share (blue line = actual, orange line = predicted from pre-Covid data) is heading down sharply to an extent that it is likely to be below 10% already, and could easily be below 5% by the end of this administration – if it continues to push forward on its delivery and policies to date.

**PRIVATE MOTOR VEHICLE MODE SHARE IN HACKNEY**



# Hammersmith & Fulham

## LCC RECOMMENDATION

For a borough with an apparently bold commitment to decarbonisation, Hammersmith & Fulham's council actions appear often to favour (residents) driving, while concrete actions to enable active travel are relatively thin on the ground. As a result, it is hardly surprising that reductions in car use (and road danger) aren't happening as quickly as needed nor as quickly as some other inner London boroughs.

## CLIMATE COMMITMENTS

- Net zero for borough 2030
- Vague commitments to 'more walking & cycling'

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

No commitment from leader, Cllr Stephen Cowan, Labour.

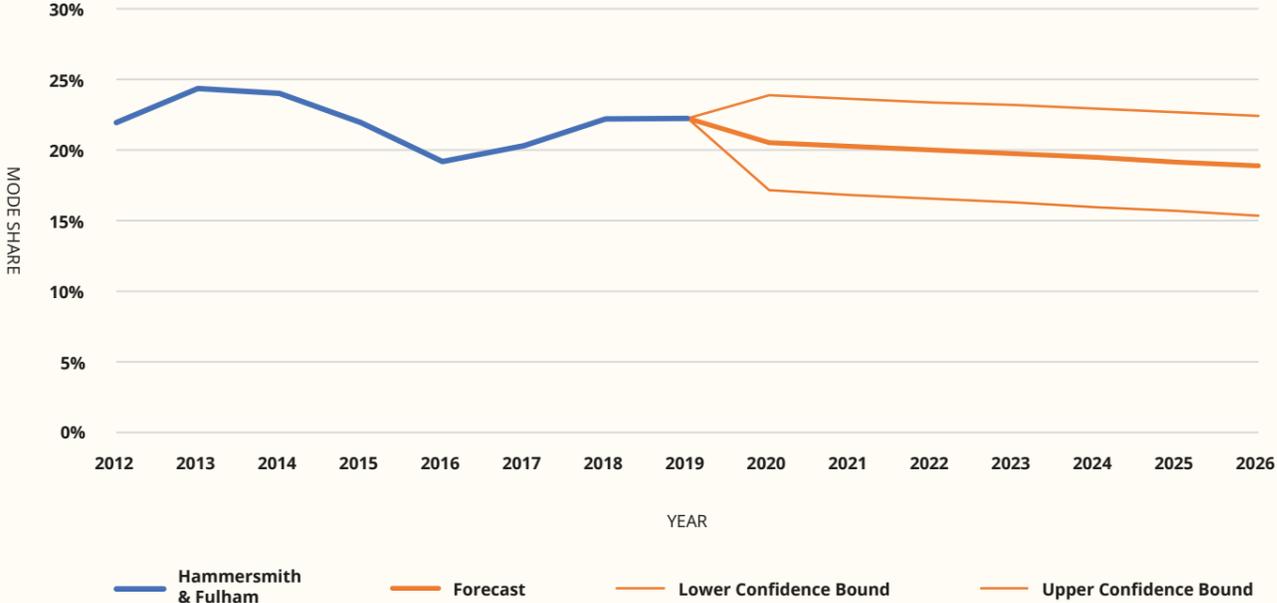
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
Cycle routes	"High quality network"	C9 / Safer Cycle Pathway along King Street and across Hammersmith Broadway, awaiting action on Shepherd's Bush / Wood Lane.
Low Traffic Neighbourhoods	100% residential areas by 2025.	1 'Clean Air Neighbourhood' expanded, full borough coverage planned by 2024. 2 further in consultation. CANs however enable borough residents & others to drive through areas – so are likely to be far less effective than traditional LTNs overall.
School Streets	100% schools by 2024.	Removed School Streets but plans to reintroduce some, no substantive action so far.
Junctions	Pedestrian signals at all junctions, plus safety improvements at 'most dangerous'.	No substantive action bar Hammersmith Broadway, north side as part of C9 / Safer Cycle Pathway, and planning around Wandsworth Bridge Road.
Freight	Reduce movements 25% by 2026.	No substantive action.
Cycle parking	4,000 residential spaces by 2025.	Hammersmith Broadway secure cycle hub, little action on residential hangars.

**NET ZERO PROGRESS**

Prior to the pandemic, Hammersmith & Fulham, broadly in line with the overall inner London picture, was doing nowhere near enough to drive down private motor traffic mode share.

**PRIVATE MOTOR VEHICLE MODE SHARE IN HAMMERSMITH & FULHAM**



# Haringey

## LCC RECOMMENDATION

Haringey’s recent delivery of low traffic neighbourhoods is to be applauded – these represent a real change in direction for a borough that has done little to nothing to restrain car use for decades. That said, it is now time to build on that start with main road delivery too.

## CLIMATE COMMITMENTS

- Net zero council by 2027, borough by 2041
- 50% cut road transport emissions by 2025
- 12% private motor vehicle mode share by 2041

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Pledged to all asks. Deputy Leader Mike Hakata said: “We’re really committed to delivering schemes that will fulfil these asks, however some of these schemes need funding from TfL, while others need further feasibility – if we don’t deliver the specific schemes listed, we’ll deliver schemes like them.”

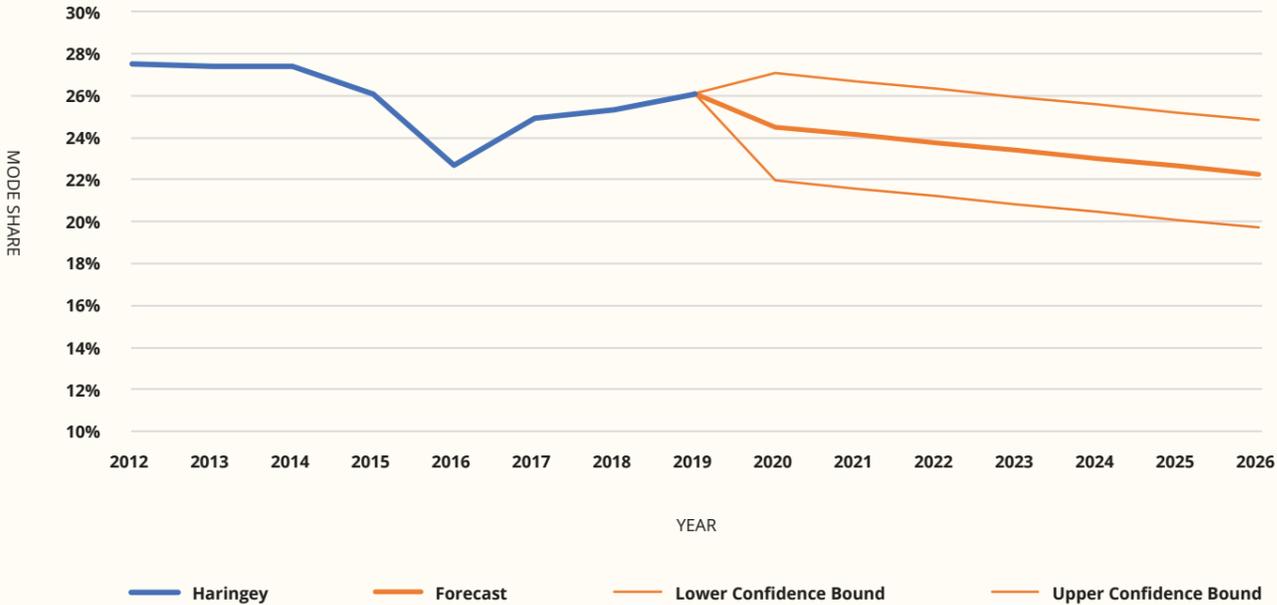
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
Cycle tracks	2 north-south routes, 1 east-west.	No substantive action yet, discussions ongoing.
Low Traffic Neighbourhoods	Commit to 100% coverage, 75% by 2026.	3 LTNs delivered, plan for further 3 per year.
School Streets	Every school.	Haringey has fastest growing School Street programme with 7 implemented, 11 in consultation, 23 implemented, 10 through consultation.
‘Vision Zero’ on road danger	Commit to ‘Vision Zero’ approach, including 20mph and fixing dangerous junctions.	20mph rollout being assessed for last 8 roads in borough with higher speed limits currently.
Cycling policies	Child cycle training, cycle parking.	158 hangars delivered, more on way.

**NET ZERO PROGRESS**

Decades of inaction on private motor traffic and active travel in Haringey have left the borough in a poor state. New council leadership in 2021 appears to have shifted that dramatically, with the council going on to rapidly deliver three major (and inevitably controversial) Low Traffic Neighbourhood projects. The council now needs to consolidate on that action with rapid movement on all the areas 'Climate Safe Streets' covers.

**PRIVATE MOTOR VEHICLE MODE SHARE IN HARINGEY**



# Islington

## LCC RECOMMENDATION

Islington Council stands as one of the bolder in London on action on active travel, ‘Climate Safe Streets’ and decarbonising its roads network. The asks Islington Council committed to, as below, will be tough to achieve – but they are also much-needed if the council is to decarbonise roads transport in the borough by 2030. Islington is then on the right track, but it now needs to accelerate activities – main roads need a real focus and Cycleway 50 between Holloway Road and Finsbury Park needs to be rapidly added to, for both mode share and road danger. But also, Islington needs to take steps in other areas to match boroughs bordering it, on freight / last mile and the ludicrously expensive cost of its residential cycle parking, particularly as compared to its car parking charges.

## CLIMATE COMMITMENTS

- Net zero borough 2030

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Pledged to all asks. Council leader, Councillor Kaya Comer-Schwartz, Labour, said “We support measures to make it safer and more accessible to walk, wheel and cycle. Low traffic neighbourhoods and quieter cycling routes, including segregated cycle routes are fundamental to making Islington fairer, safer and greener in the midst of a climate and public health emergency.”

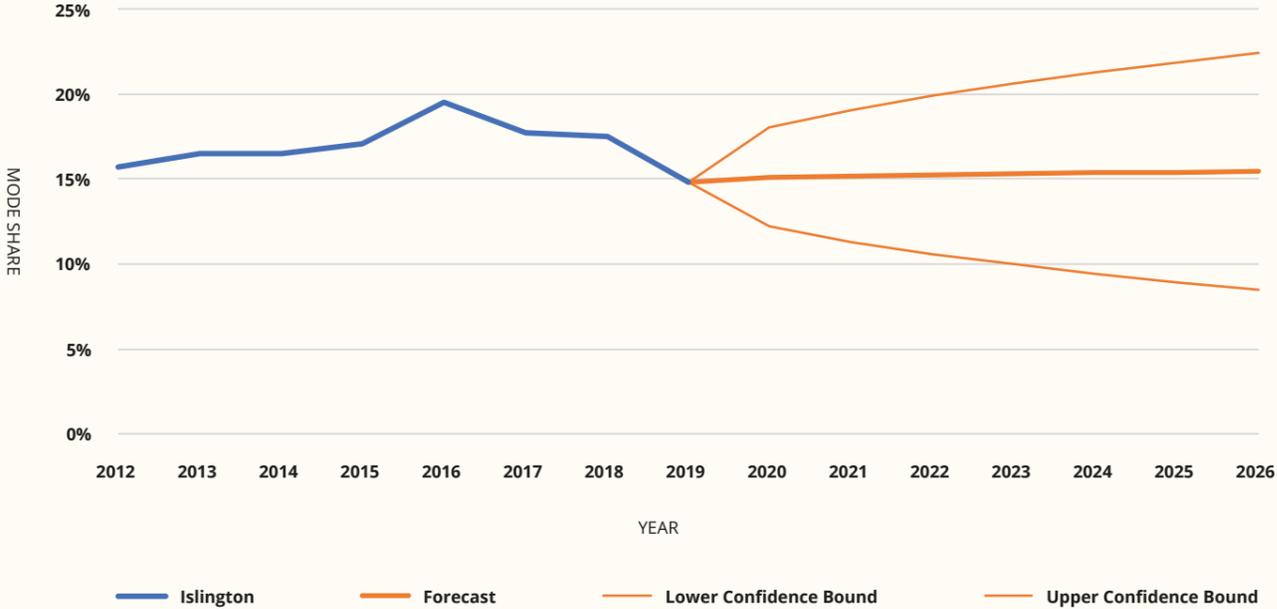
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
Cycle tracks	All 'busy roads' by 2026.	Liverpool Road delivered, C50 from Holloway Road to Finsbury Park in construction, Essex Road in consultation.
Low Traffic Neighbourhoods	100% residential coverage by 2024.	7 LTNs delivered, engagement for 4 more currently, 6 more in planning.
Freight consolidation, last mile	10 hubs by 2026.	1 hub delivered but with seemingly very low capacity.
Mode share	90% walking, cycling, public transport by 2030, not 2041.	Contingent on other actions.
Cycle parking	'Never cheaper to park a car or van' including reducing cost of residential cycle parking.	Cycle parking remains £107 yearly charge per space, most expensive in London.

**NET ZERO PROGRESS**

The last few years pre-pandemic show fairly rapidly falling private motor vehicle mode share – and as a result, mode share could well be below 10% for Islington already. The trend also likely reflects an Islington Council that has since about 2016 been far bolder on delivering on active travel than it was prior to that point – and the council now stands as one of those being bold on decarbonising its roads (and in other areas too).

**PRIVATE MOTOR VEHICLE MODE SHARE IN ISLINGTON**



# Kensington & Chelsea

## LCC RECOMMENDATION

This is a council with bold commitments to decarbonising its own operations and the entire council, where the current strategy on decarbonising transport says: “First principle: reduce private vehicle use”. Actions speak louder than words, in this case, sadly. While mode share was reducing rapidly pre-pandemic, this is likely not down to council action but prevailing central London trends and action by other stakeholders such as TfL. It should be a mark of shame to councillors and residents that the borough has done so little to decarbonise roads transport, let alone deal with obvious road danger issues. The council has gone to extreme lengths to delay, weaken and oppose road safety schemes put forward by organisations such as TfL, on an ongoing and routine basis, at the cost of its own residents’ safety.

## CLIMATE COMMITMENTS

- Net zero council operations 2030
- Net zero borough 2040

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Council leadership made no commitment.

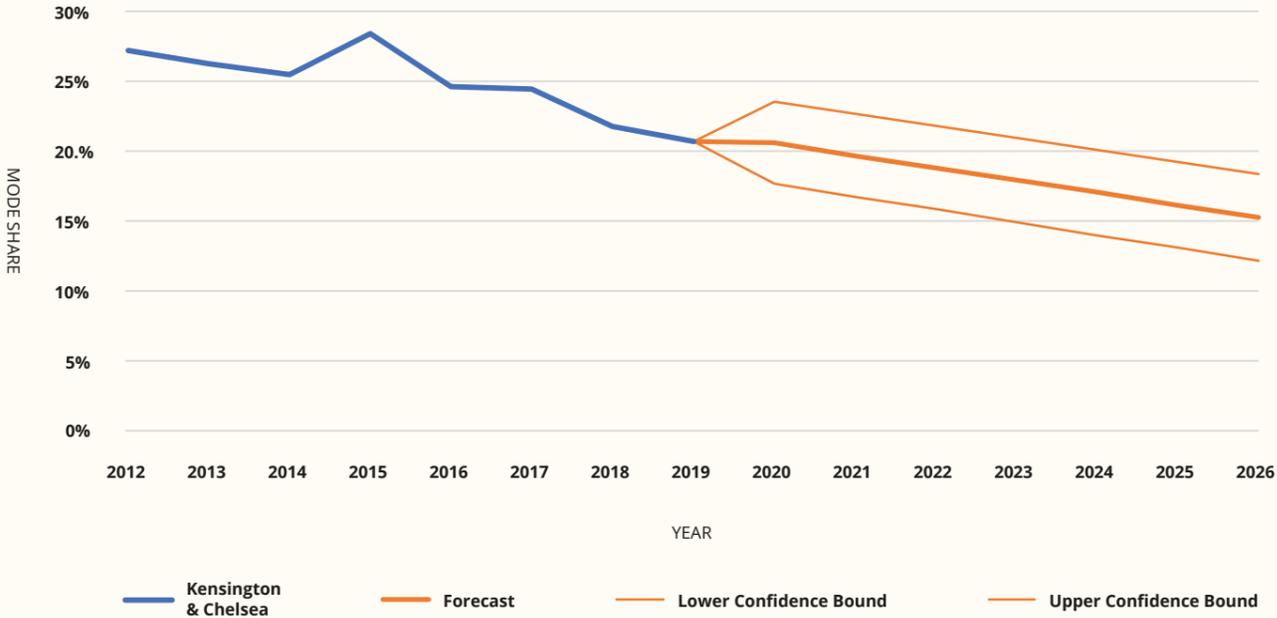
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Cycle Tracks</b>	Safe cycle network including tracks on High Street Kensington, Notting Hill Gate, Holland Park Avenue, Chelsea Embankment, Queen’s Gate, Chelsea Bridge Road and Warwick Road / Earl’s Court Road by 2026.	Removed only cycle track in borough on High Street Kensington, has opposed progression of others.
<b>Dangerous Junctions</b>	Fix ‘most dangerous’ junctions to remove ‘critical fails’ and signal crossings at all arms of all junctions for pedestrians by 2026.	Opposed elements of TfL schemes to deliver changes at key junctions for safety. Has not provided any junction improvements of its own.
<b>Low Traffic Neighbourhoods</b>	100% residential coverage by 2026.	No current substantive actions.
<b>High Streets</b>	Including High Street Kensington, Notting Hill Gate, Holland Park Avenue to get ‘people-friendly’ measures including 20mph, private traffic restrictions, car parking swapped for seating, parklets, cycle parking.	No substantive changes to high streets listed. Some minor schemes, eg pedestrianizing Bute St & part of Chelsea Green. Double yellow lines planned for main roads in borough including Kensington High Street.
<b>Cycle parking</b>	Cut cycle parking price to match / beat car parking & roll out residential parking.	21 new cycle hangars consulted on in the last 12 months.
<b>Other activities</b>	N/A	Consultation on 160+ dockless hire bike parking bays across borough.

**NET ZERO PROGRESS**

It is good to see the trend on private motor vehicle use in the borough heading rapidly downwards, but the idea that nearly 30% of journeys in the mid noughties were from such modes in a dense, central London borough, is ludicrous. At the same time, Westminster mode share was around 18% and Hammersmith & Fulham – further out of central London – was significantly lower. As well as decades of inaction having led to high mode share for private motor vehicles, there is little sign, unlike Kensington & Chelsea’s neighbours, that the borough leadership has yet grasped the incompatibility of its approach on motor traffic and roads with its own climate emergency declaration.

**PRIVATE MOTOR VEHICLE MODE SHARE IN KENSINGTON & CHELSEA**



# Lambeth

## LCC RECOMMENDATION

It's difficult to fully assess Lambeth. While it is one of the boroughs that moved fastest during the pandemic to reduce car use and enable alternatives, since that initial period of incredibly rapid change, despite some positive announcements, delivery seems to have stalled recently.

The borough's Climate Action Plan set a 2030 target for motor traffic levels to fall by 27% [and for] 85% of resident journeys in Lambeth to be made by walking, cycling or public transport. The recently released Kerbside Strategy has rightly been hailed as a vital and visionary document for the future of our streets, and its commitments will, if enacted, see the borough taking pole position in London for Climate Safe Streets delivery and decarbonisation. With the next phases of schemes funded by Lambeth itself, it looks like pace will now pick up again, but speed of delivery of Low Traffic Neighbourhoods and cycle tracks will need to increase significantly if targets are to be met.

## CLIMATE COMMITMENTS

- Net zero council operations 2030

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Pledged to all asks. Council leader Councillor Claire Holland said: "I am happy to pledge our support for climate safe streets. Our ambition for the borough, over this next term and beyond, is to continue to deliver on this plan for mobilities in Lambeth which will see the creation of a dense network of safe routes for active travel through a variety of mechanisms e.g. low traffic neighbourhoods, protected cycling infrastructure, bus priority measures etc and to rebalance our streets back in favour of people by prioritising the overall reduction of traffic levels. Crucially, within this strategy, we will be placing a heavier emphasis on prioritisation in areas with higher levels of deprivation and larger numbers of school pupils living in the area, in line with our commitment to making Lambeth a fairer place."

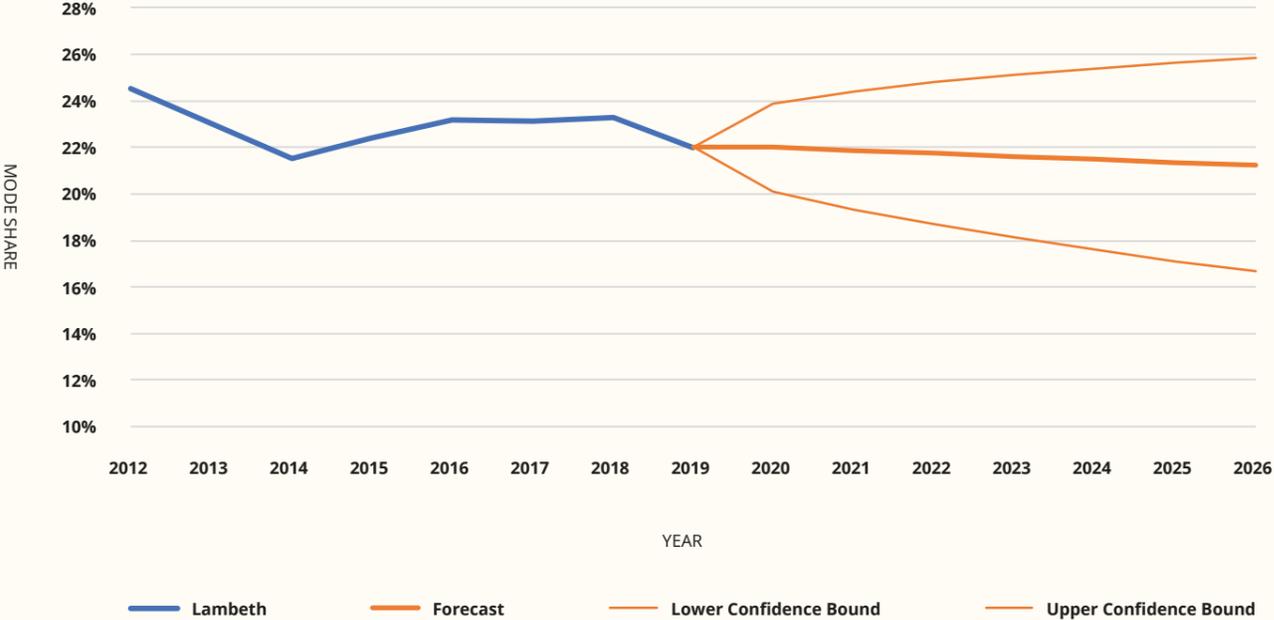
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Low Traffic Neighbourhoods</b>	4 per year.	2 LTNs consulted on in 2022, 1 in 2023, 4 more announced, first 5 delivered now all permanent.
<b>Cycle tracks</b>	6 in total by 2026.	C5 upgraded, Rosendale Road part delivered and in progress, Norwood Road delivered (but one direction not high enough quality), Loughborough Road consulted.
<b>Kerbside Strategy</b>	Starting 2023, including key asks on cycle parking, pavement widths, pedestrian crossings, electric charging, trees etc.	Published January 2023.
<b>Shared mobility</b>	All homes less than 300m from car club and ebike / scooter hire bays, freight movements reduced by 10% by 2026.	eCargo hire bikes launched. Dockless eBike and eScooters hire in process.

**NET ZERO PROGRESS**

The graph shows Lambeth’s actual mode share (blue line) of private motor traffic basically flatlining around the 20-25% mark. That’s fairly close to the inner London average but the projection (orange line) shows if anything Lambeth underperforming compared to other inner London boroughs pre-pandemic. During the pandemic, Lambeth did act rapidly to roll out schemes – so hopefully mode shift is ahead of predictions, but still more needs to be done, clearly.

**PRIVATE MOTOR VEHICLE MODE SHARE IN LAMBETH**



# Lewisham

## LCC RECOMMENDATION

Given the commitments to both our Climate Safe Streets campaign and to reduce emissions across the entire borough to net zero by 2030, there is a worrying lack of progress in some key areas in the table below – and that is likely leading to an ongoing too high mode share of private motor vehicles and collisions arising from them. Lewisham will need to deliver its own cycle tracks, not just wait for TfL, and find ways to move forward again on Low Traffic Neighbourhoods to progress rapidly enough.

## CLIMATE COMMITMENTS

- Borough net zero 2030

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Pledged to all asks. Council leader Councillor Damian Egan said: “Since 2018 we’ve made real progress for cycling in Lewisham with 45 new school streets, we have worked with TfL to support Cycleway 4 and introduced 119 new cycle hangars. Over the next four years we will work with TfL to create a long-term vision for cycling in Lewisham and support the development of the ‘Lewisham Spine’. We will expand the availability of cycle hangars and also create a Lewisham Active Travel Fund.”

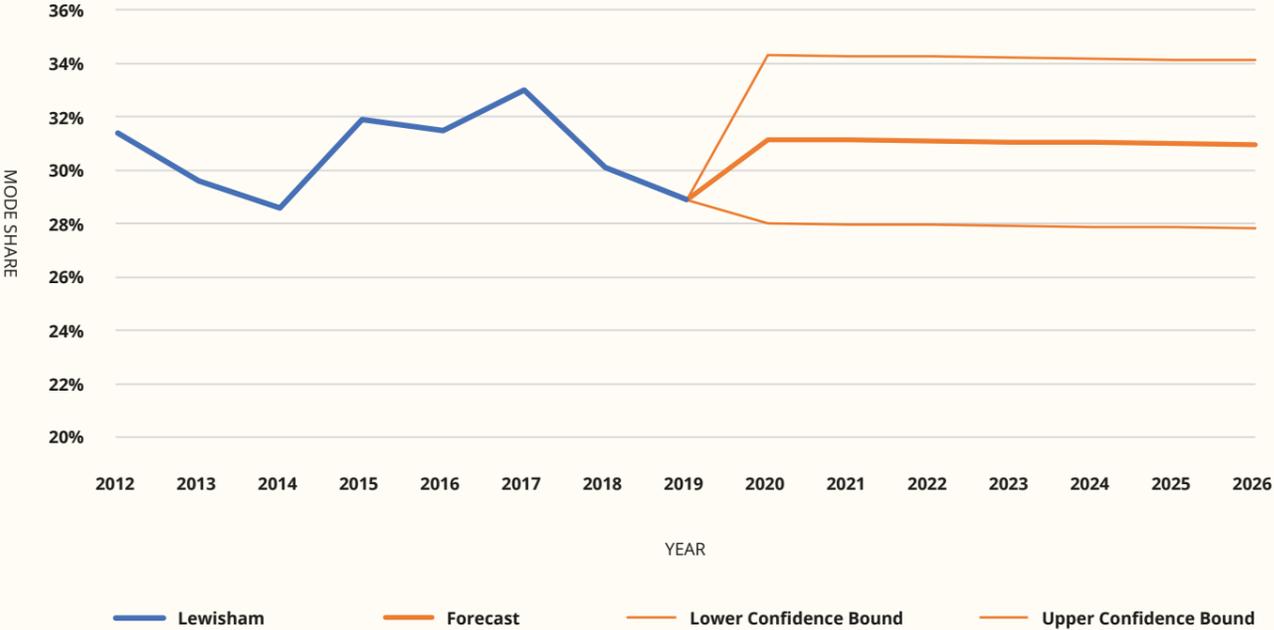
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Cycle routes</b>	10km cycle tracks, plus quiet routes and main road crossings.	C4 open (with TfL), temporary schemes in Deptford made permanent; Deptford Church Street committed to, Lewisham Gateway project in hands of developers, cycling not in plans.
<b>Low Traffic Neighbourhoods</b>	“Liveable Neighbourhoods”	No substantive action. “Sustainable Streets” programme does not include filtering ratruns or connecting existing routes to key destinations.
<b>School Streets</b>	Delivery.	46 delivered, more on way.
<b>Cycle parking</b>	300 more residential hangars.	Cycle hangar rollout ongoing – circa 40 installed of 80 planned.
<b>Shared mobility</b>	Santander Cycle Hire in Deptford.	750 dockless hire eBikes aimed for in borough, with bays on way.
<b>Active Travel council funding</b>	Dedicated funding from council.	£8m Levelling Up funding for Lewisham town centre connectivity, but not ring-fenced etc. New plans for Catford mixed.
<b>Other activities</b>	“Sustainable Streets Programme”	Controlled Parking Zones rollout (currently only 23% of borough) but only on housing estates not streets, tree planting, EV charging, car clubs, increasing junction setback for parking etc.

**NET ZERO PROGRESS**

For inner London, Lewisham has very high mode share for private motor vehicle use historically (blue line), and it is not descending. This is perhaps unsurprising given that Lewisham has taken very little action for walking and cycling historically, and has even created in the last few years traffic-dominated environments such as the Lewisham ‘Gateway’ area around Loampit Vale. During the pandemic, the single LTN delivered was significantly weakened following opposition to it. Lewisham must find a way to begin to deliver, and fast, if this graph is not to turn out as predicted (orange line).

**PRIVATE MOTOR VEHICLE MODE SHARE IN LEWISHAM**



# Newham

## LCC RECOMMENDATION

Road safety in Newham seems a real concern, and while those high-quality main road cycle routes appear in progress, they're yet to materialise. We urge Newham Council to focus on both for the next few years, as well as continuing to build on their recent and very welcome actions, delivering on the remaining Climate Safe Streets asks.

## CLIMATE COMMITMENTS

- Declared emergency 2019
- Plan for council to be carbon neutral by 2030
- Entire borough by 2045 (brought forward recently)

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

At election a year ago, Mayor Rokhsana Fiaz said she was “absolutely committed to reducing traffic, making our roads safer and enabling active travel” and that the asks were “absolutely in line with the Mayor’s priorities locally and Labour Party policy nationally.”

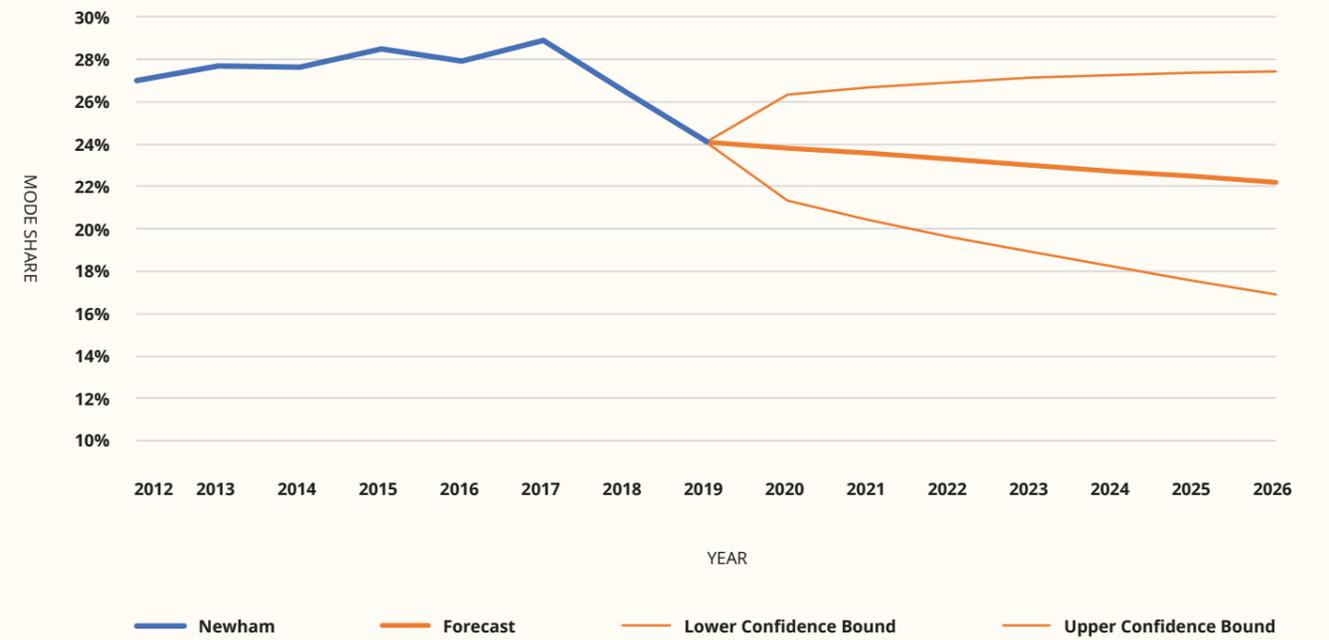
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Protected cycle tracks on main roads</b>	High-quality cycle routes on Romford Road and Barking Road.	Romford Road scheme partially in construction, engagement for second phase ongoing; scheme for Barking Road in preparation.
<b>Low Traffic Neighbourhoods</b>	Borough-wide LTNs and connections between them.	3 LTNs in, 2 LTNs in progress to trial.
<b>School Streets</b>	All schools.	5 permanent schemes, 9 in trial, 5 more progressing to trial in June.
<b>20mph</b>	Borough-wide.	Rollout to all Newham roads ongoing.
<b>Parking enforcement</b>	Borough-wide and effective.	No substantive action.
<b>Other</b>	N/A	500 cycle parking hangars funded. Sustainable Transport Infrastructure budget from Newham passed.

### NET ZERO PROGRESS

The chart below shows in blue line TfL measured mode share of private motor vehicles for the borough over time. To achieve the Mayor of London’s ‘Net Zero’ and other Transport Strategy commitments means reducing private motor vehicle mode share rapidly, the forecast line in orange should then be heading downwards – as it is. Indeed, Newham before the pandemic seems to be outperforming the inner London average in trajectory on mode share. That’s no reason for complacency, but it is heartening – but Newham as an inner London borough should be aiming to be well below 20 percent private motor traffic well before 2030.

### PRIVATE MOTOR VEHICLE MODE SHARE IN NEWHAM



# Southwark

## LCC RECOMMENDATION

While Southwark took some steps towards delivery on active travel, car use reduction and active travel at the beginning of the pandemic, it seems clear the council has faltered since then, likely due to opposition to Low Traffic Neighbourhoods. It now urgently needs to move faster on all core areas, particularly LTNs, if its commitments to climate and indeed ‘Streets for People’ are to mean something. The commitment to deliver controlled parking zones (CPZ) nearly everywhere in the borough by the end of this term is welcome, but also underlines how far Southwark is now lagging behind other inner London boroughs – according to the [Healthy Streets Scorecard](#), its current CPZ coverage lags behind nearly every inner London borough.

## CLIMATE COMMITMENTS

- Borough net zero 2030

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Pledged to all asks.

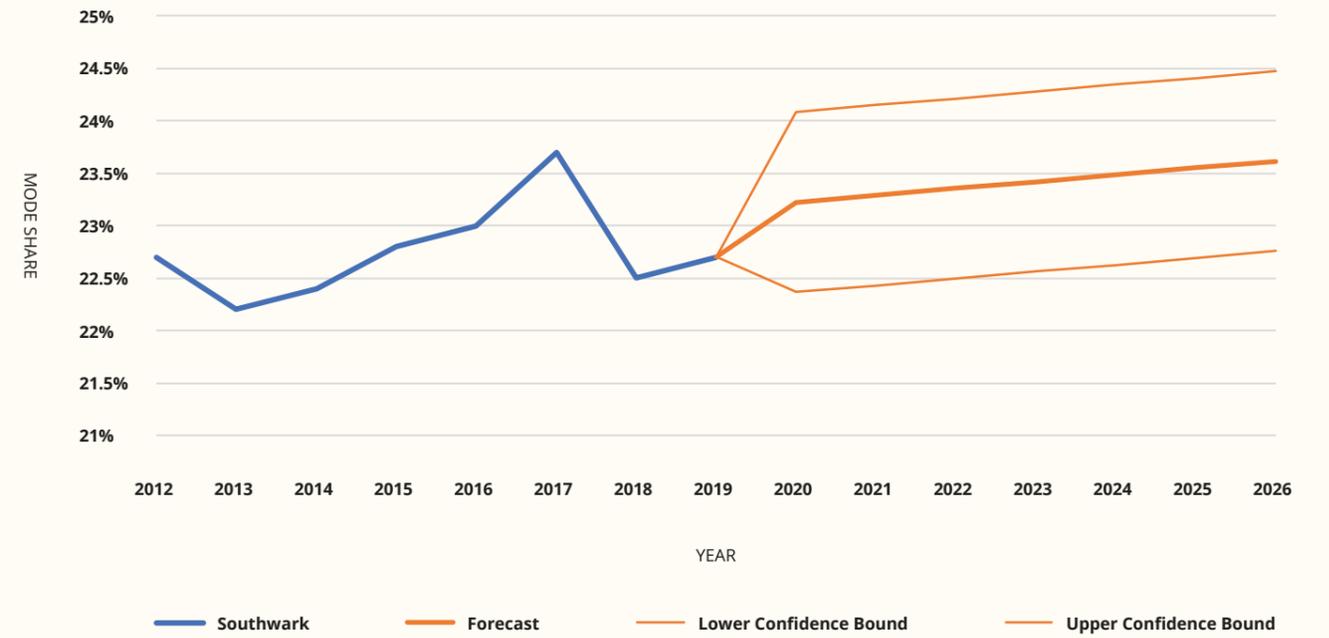
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Low Traffic Neighbourhoods</b>	100% residential coverage by 2026.	Rapid rollout of LTNs including Dulwich Village during pandemic, no recent progress except possible “North Camberwell Triangle” scheme.
<b>Cycle tracks</b>	Programme with many schemes listed.	Council says 7.25km of route delivered since 2019 with further 7km planned. But little sign of forward progress generally, including on schemes listed.
<b>Parking</b>	Car parking on council estates charged for, more cycle parking, reduce council car park provision.	Only 63% of borough in controlled car parking zone (CPZ) currently. Council target is 94% by 2025. Council plans to double cycle parking hangars to 1,000 by 2026.

### NET ZERO PROGRESS

Southwark’s historic mode share for private motor vehicle traffic (blue line) is somewhat... chaotic. There is no sign of the much-needed downward trend: the Council needs to take urgent action to address this. On top of that, the overall mode share remains well above 20% whereas the inner London average was heading to below 20 and on a slow descent prior to the pandemic.

### PRIVATE MOTOR VEHICLE MODE SHARE IN SOUTHWARK



# Tower Hamlets

## LCC RECOMMENDATION

Tower Hamlets residents have elected a Mayor and party that stood on a platform to actively enable more driving – much of it presumably from outside the borough, and all of it with such clear negative impacts on all those who live in the borough. Rather than roll back progress in the name of ‘opening’ roads to more private motor traffic Mayor Rahman and the Aspire Party should focus on delivering positive change in the borough for residents on pollution, road danger inactivity and the climate crisis.

The Mayor’s approach is to “make roads... more accessible, particularly for those who depend on their car” in a borough which largely does not depend on cars. This is incompatible with the evidence, data and best practice on motor vehicle use and reducing it. Instead, we want Mayor Rahman’s first priority to be to consider the [borough’s Transport Strategy which has been adopted](#).

The Tower Hamlets Wheelers’ Climate Safe Streets asks also represent key ways the borough can take action to fulfil that transport strategy and indeed the council’s decarbonisation commitments. There are also of course fundable ways the council can progress on decarbonisation and active travel without further progressing Low Traffic Neighbourhood schemes that seem to be the key bone of contention for the new administration – supporting TfL and working with them on junction improvements and protected cycle tracks would be a strong potential way forward, as would bus priority measures such as lanes and ‘gates’.

## CLIMATE COMMITMENTS

Net zero council operations 2025, net zero borough 2045 “or sooner”. Climate plan from 2019 explicitly references transport strategy, including “Liveable Streets [Low Traffic Neighbourhood] programme across the borough”, “substantially increase cycle parking” and “borough wide network of high-quality cycle routes”. Following election in 2022, the new council administration has produced “A Cleaner And Greener Future For Tower Hamlets”

document which does not repeal such commitments but fails to mention motor traffic reduction or restriction and says an ongoing aim for the borough is to “make roads in our borough more accessible, particularly for those who depend on their car”.

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

The current leader, Mayor Lutfur Rahman, Aspire Party, did not pledge.

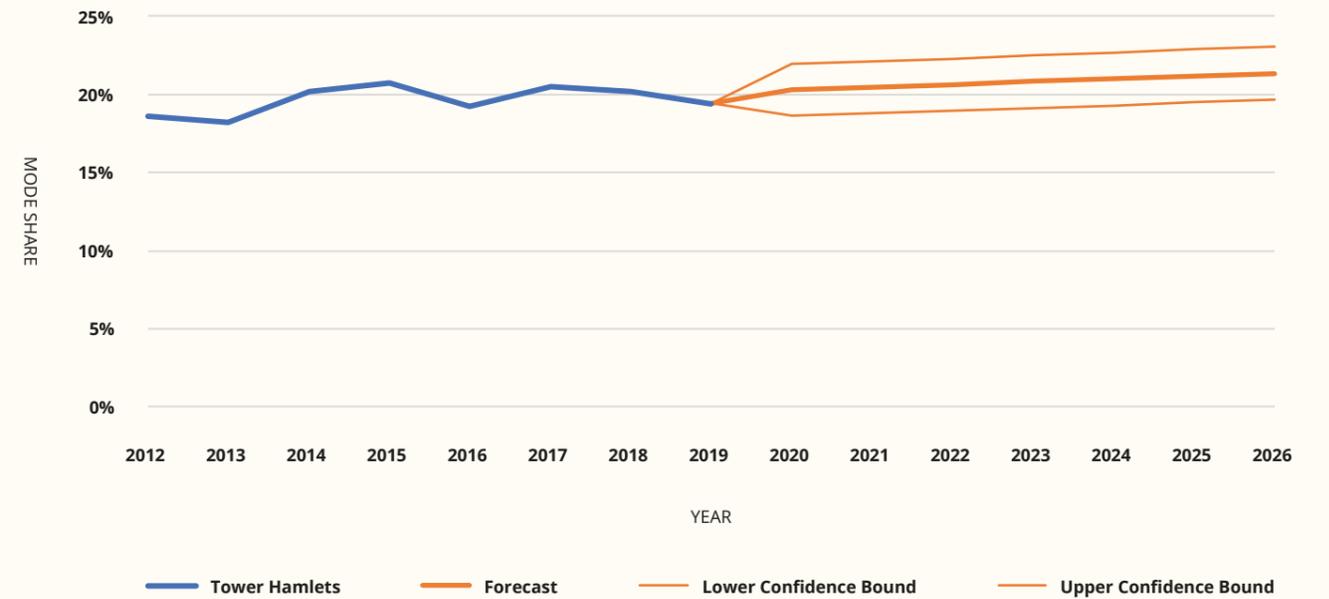
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
Cycle routes	Complete high-quality cycle network.	No substantive action, proposals to remove some schemes / routes.
Low Traffic Neighbourhoods	“Ambitious... programme.”	Has consulted in two rounds with proposals to remove established schemes.
Dangerous junctions	“Improve the most dangerous junctions on borough roads to high standards and provide pedestrian signals at all signalised junctions.”	No substantive action.
Cycle use	Freight consolidation hubs, cargo bike loans & purchase schemes, cycle training.	No substantive action.
Cycle parking	120 cycle parking hangars annually by 2026.	New Town Hall has 3,000 cycle parking spaces currently, but not for residents.

### NET ZERO PROGRESS

The latest census data (see [Centre for London analysis](#)) shows Tower Hamlets as among the councils with the lowest levels of car ownership in London, and likely the UK. Given that, it is quite startling that mode share for private motor traffic in Tower Hamlets remains so high (blue line) and was on a trajectory upwards if anything (orange line) pre-pandemic. Perhaps this is unsurprising when, despite these incredibly low car ownership levels, the current Mayor of the borough, Lutfur Rahman, was elected on a platform to rip out measures to restrict and reduce car use and who has launched his ‘climate action plan’ for a “Cleaner And Greener Future” saying “cars are necessary” with the strategy explicitly stating a ‘need’ to “avoid impacting those in our community who depend on their car for work or mobility”, without mentioning any intent, plan or action to reduce car use for those who do not depend on their cars but use them nonetheless.

### PRIVATE MOTOR VEHICLE MODE SHARE IN TOWER HAMLETS



# Wandsworth

## LCC RECOMMENDATION

Wandsworth's level of action does not marry up to many other inner London boroughs, nor its own commitments and words. Given the borough changed administration in 2022, now would be the time for the new administration to actually get on with doing something to tame its hostile streets and reduce emissions. Indeed, it is very worrying that a year in, there are few signs that the council leadership has changed tack from the previous administration on these issues.

## CLIMATE COMMITMENTS

- Council operations net zero by 2030

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Did not pledge but Wandsworth Labour Party provided a statement supporting "...protected cycle lanes... School Streets... cycling contraflows" and to "double the number of bike hangars."

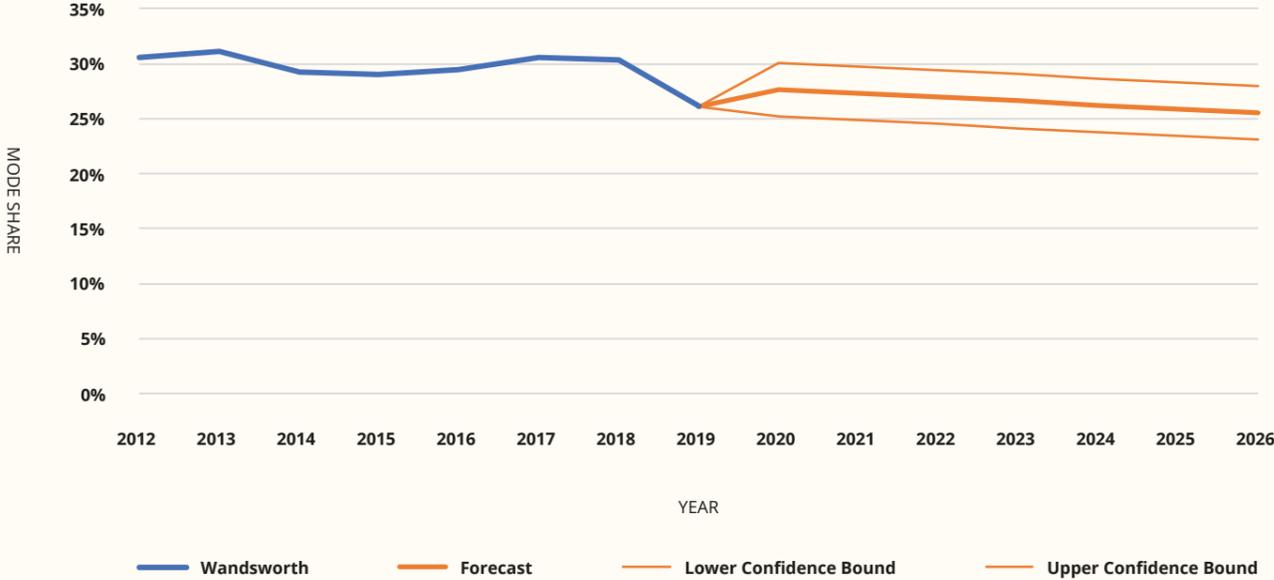
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
Cycle tracks	Four+ "major routes" by 2026 (including Queenstown Road and Garratt Lane).	Queenstown Road delivered partially using temporary materials. Garratt Lane implemented poorly using temporary materials. "Further consultation" due in 2023/24. Improvements planned for Mitcham Lane, Burntwood Lane corridor. Wandsworth Bridge in construction.
Cycleways C7 & C8	Work with TfL to make permanent and improve both.	TfL minor improvements to Battersea Bridge Road and Battersea Park Road not yet implemented, and poor.
School routes	Safe walking and cycling routes to every school.	20 School Streets in operation, out of 62 state primary schools, 19 implemented in 2020, 1 in 2022. 2 more in progress. 4 cancelled before implementation. 6 in consultation.
Cycle contraflows	50 more in one way streets by end 2023.	10 planned in 2022. 6 now in construction in 2023. 10 more being considered in 2023/24.
Cycle parking	100+ cycle hangars a year.	132 installed last 3 years. 100 proposed in 2023, plus 37 on estates, and 100 after then.

**NET ZERO PROGRESS**

Wandsworth’s mode share of private motor traffic pre-pandemic (blue line) was slowly declining along similar lines to the inner London average. However, Wandsworth’s motor vehicle mode share is about 5 percentage points higher than that average. And the rate of decline is still far too slow for a Net Zero 2030 commitment.

**PRIVATE MOTOR VEHICLE MODE SHARE IN WANDSWORTH**



# Westminster

## LCC RECOMMENDATION

A change of administration appears to have had a major impact on delivery of roads transport decarbonisation and other progressive measures in Westminster. The new council has delivered visible changes already, and its proposals for Cleveland Street mark the first time the council has done cycle tracks itself. The main concern for forward movement now has to be levels of collisions and actually starting to move the borough forward on 'Vision Zero' and road danger, and relatedly, its actions at junctions – some of which are the most dangerous in London for those walking and cycling. That said, so far this is a welcome change of approach from this vitally important central borough.

## CLIMATE COMMITMENTS

- Net zero council operations 2030
- Net zero borough 2040

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Pledged to all asks. Council leader Councillor Adam Hug, Labour, said: "Labour is committed to building a fairer Westminster that tackles the climate emergency, creates more new green spaces and incorporates the principles of '15-minute neighbourhoods' into reinvigorating our local high streets and communities."

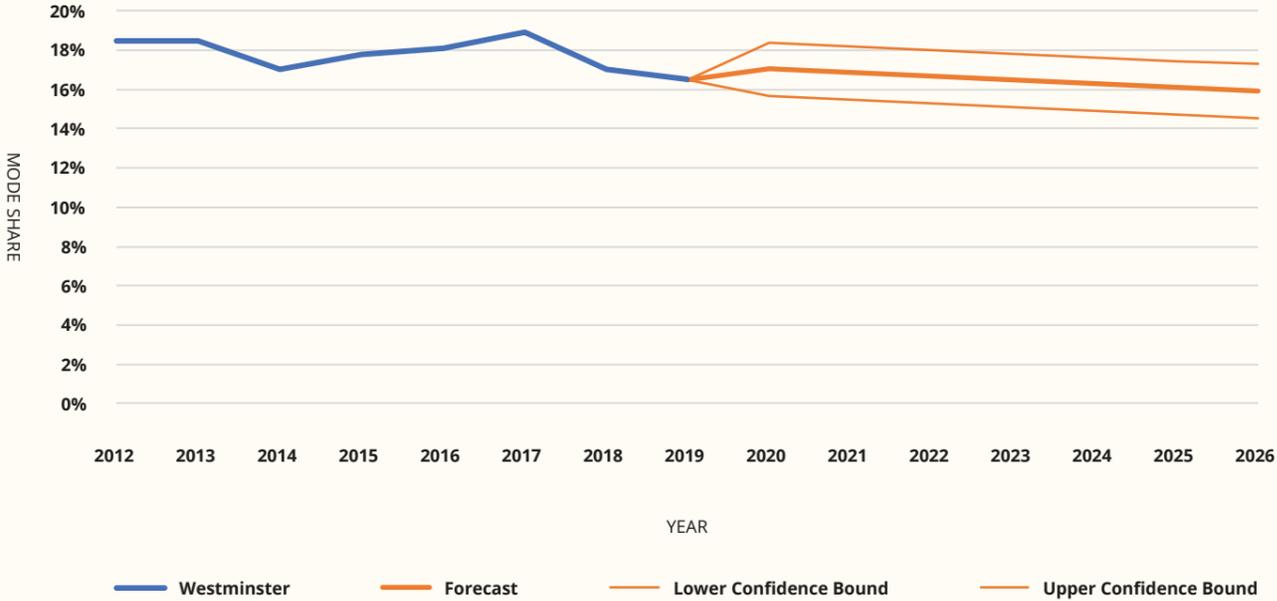
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Cycle routes</b>	75+% residents live within 400m of high-quality cycle route by 2026.	Cleveland Street with cycle tracks consulted. 15km high-quality routes committed to by 2025.
<b>Pedestrian signals</b>	For all arms of every "high footfall" junction, 16+ identified.	Council announced "investment in redesign of dangerous junctions" including Duncannon Street, Bishop's Bridge Road, Inverness Terrace / Porchester Road, Lisson Grove / Frampton Street and Drury Lane / Russell Street.
<b>Low Traffic Neighbourhoods</b>	"Representative survey of residents in all... neighbourhoods about motor traffic".	Funding committed.
<b>Cycle parking / kerbside</b>	"Sufficient" cycle parking, more street trees, parklets.	Council announced 1000 residential spaces this year; 400 new cycle stand spaces per year.
<b>Shared mobility</b>	All residents within "easy distance" of electric car club bay and hire cycle hub.	Council announced bays for hire eBikes / eScooters (quantity not specified); 2 new Santander Cycle Hire dock sites, 3 more proposed in North Paddington.
<b>Other activities</b>	N/A	Council announced: 5 new School Streets per year; 20 more contra-flow one-way streets by end 2025; bus priority measures; freight consolidation trials.

**NET ZERO PROGRESS**

For a borough with one of the lowest rates of car ownership and the highest densities of public transport in the UK, the very slow drop and high overall mode share for private motor vehicles prior to the pandemic (blue line) is very concerning if somewhat unsurprising. Westminster, in common with Kensington & Chelsea, has spent decades as a council opposing just about every substantive form of traffic reduction or restriction bar, arguably, pavement widening. Lethal junctions were left untreated and action at them was opposed, while cycle tracks in Westminster were basically only found on TfL's roads. The question is how rapidly will this now change with an administration that is clearly more committed to progressive action on transport emissions?

**PRIVATE MOTOR VEHICLE MODE SHARE IN WESTMINSTER**



# OUTER LONDON BOROUGH



# Barking & Dagenham

## LCC RECOMMENDATION

The long list of asks opposite of our Climate Safe Streets campaign, listed with “no substantive action” beside them is a damning indictment of a council that is happy to say nice things about the climate, but is failing to deliver on some of even the ‘easiest’ of actions it could concretely take. While cycle tracks and Low Traffic Neighbourhoods may be currently a tad too controversial for a council with no history of delivery, the idea that ‘cycle parking’, ‘bike hire’ and amending their planning policies are also too tough is laughable. The good news is Controlled Parking Zone rollout continues and borough-wide 20mph has been consulted on, but we await the outcome. For a borough that has declared a ‘climate emergency’ this doesn’t really seem like emergency action in 2023.

## CLIMATE COMMITMENTS

- Net zero council operations 2030
- Net zero borough 2050

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

No pledge.

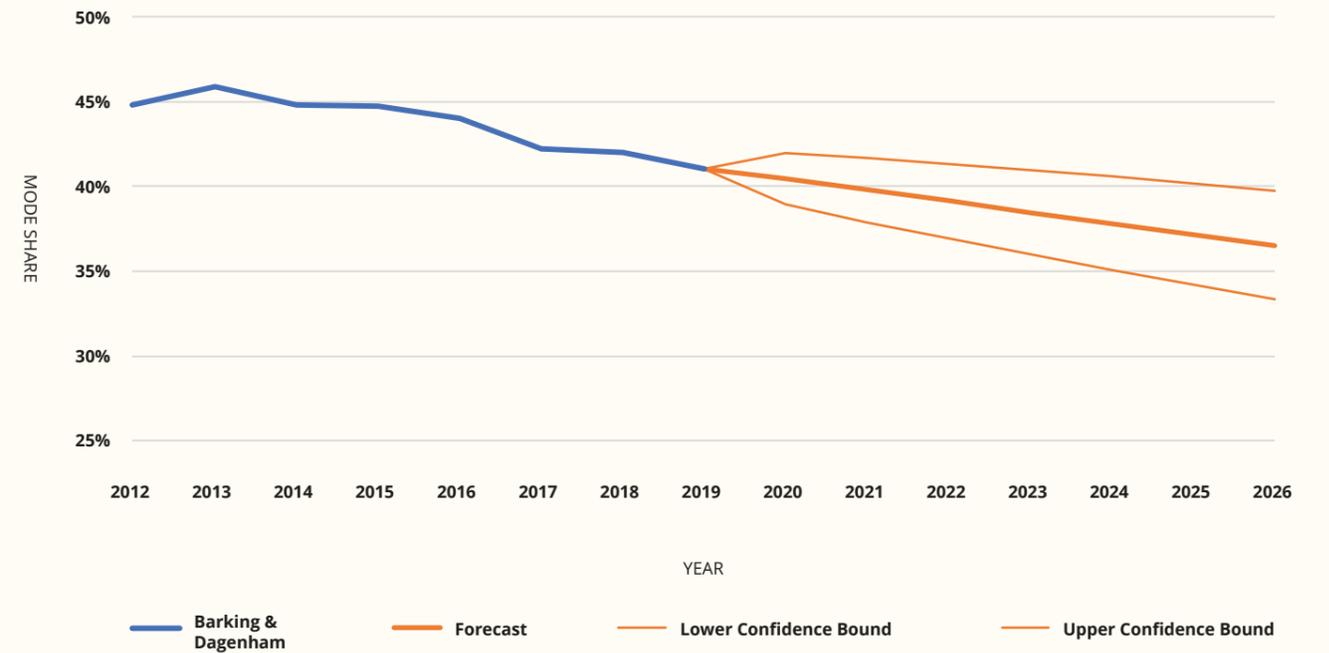
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
20mph	Borough-wide by 2024.	Borough-wide consultation in process.
Controlled Parking Zones	Borough-wide by 2024.	Further CPZs being introduced.
Cycle tracks	2 corridors by 2026.	No substantive action.
Low Traffic Neighbourhoods	6 “local traffic zones” by 2026.	No substantive action.
Cycle parking	“Residential areas... hubs and centres” by 2025.	No substantive action.
Shared mobility	Borough-wide, including eCargo bikes and eBikes loan, or hire. Begin 2024.	No substantive action.
Land safeguarding	For ‘active travel’ needs in planning by middle 2023.	No substantive action.
Other activities	School Streets.	Very slow but welcome rollout.

### NET ZERO PROGRESS

Mode share for private motor vehicle use in Barking & Dagenham is dropping sharply (blue line) which is good. But the downwards trajectory for outer London as a whole is steeper, and this perhaps reflects the council failing for many years to deliver substantive changes to reduce car dominance, ownership, reliance and indeed enable alternatives. This is a borough where already over a third of households have no access to a car or van (from [2021 Census](#)), yet is dominated by main roads and motor traffic, with even its more urban town centres and new developments such as Barking Riverside still severely impacted by motor traffic dominance.

### PRIVATE MOTOR VEHICLE MODE SHARE IN BARKING & DAGENHAM



# Barnet

## LCC RECOMMENDATION

The immediate declaration of a climate emergency by the new Labour administration in Barnet, following decades of Conservative control of the borough gives some hope – but actions must speak louder than words if Barnet is to begin to act on its declaration and on decades of motor-vehicle-centric planning and policy. Recent statements by the council's new leader on main road cycle tracks and Low Traffic Neighbourhoods do not inspire confidence that the leadership has fully grasped what 'emergency' action looks like on climate. The charts below further underline the gulf thus far between words and deeds.

## CLIMATE COMMITMENTS

- Net zero council operations 2030
- Net zero borough 2042

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

No commitment.

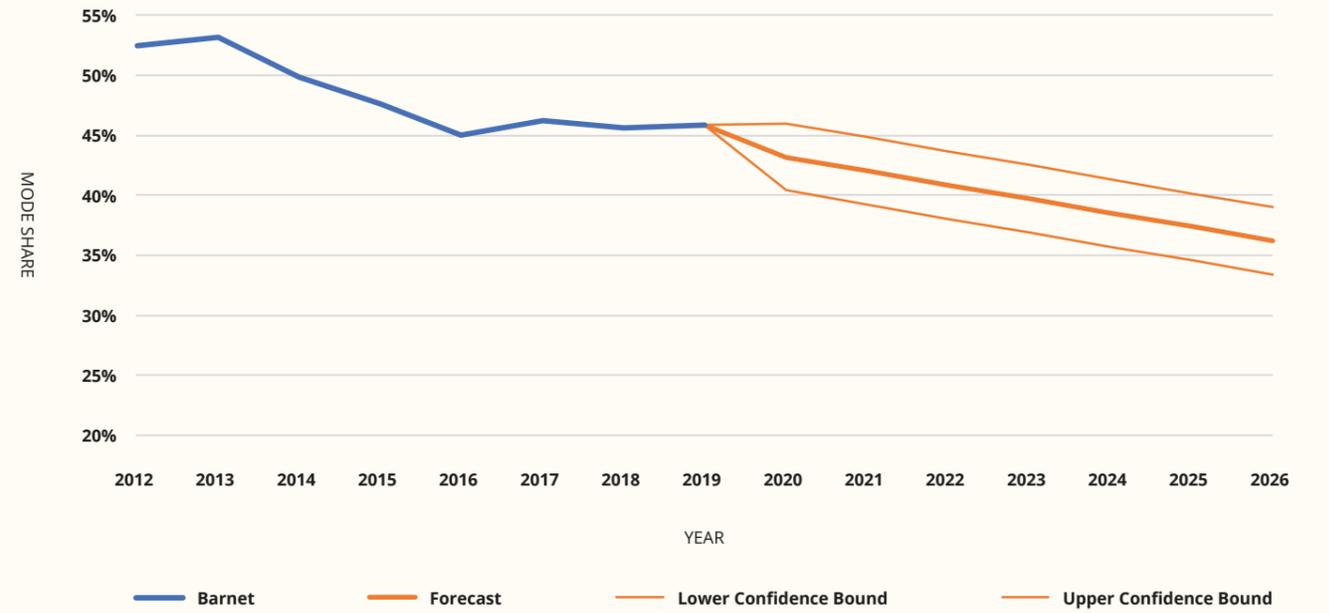
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Cycle tracks</b>	Expand on A1000 scheme with 3 more schemes (2 north-south, 1 east-west) by 2026.	A1000 scheme made permanent, improvements to it being considered. No further substantive action.
<b>Pedestrian improvements</b>	'Continuous footways'.	No substantive action.
<b>Low Traffic Neighbourhoods</b>	3 'traffic reduction areas' identified by 2024, implemented by 2026.	No substantive action. Recent council leader <a href="#">interview</a> dismissed need for such schemes. But 11 School Streets implemented.
<b>Public information campaign</b>	On cycling.	Some promotion done, more funded.
<b>Freight, last mile</b>	Cut motor vehicle freight 10% by 2026, rollout eCargo bike hubs, last mile.	No substantive action.
<b>Shared mobility</b>	Roll out hubs, bays for car clubs, eBike and eScooter hire etc.	No substantive action.
<b>Cycle parking</b>	Roll out hangars with 1-2 bays "on every street in every CPZ".	No substantive action.
<b>Other activities</b>	20mph, Citizens Assembly on climate, revised transport strategy.	In progress.

**NET ZERO PROGRESS**

The downward trend of mode share for private motor vehicles (history, blue line) is welcome. But from a mode share of over half of all journeys just 10 years ago, to just under, is hardly wild progress for outer London even. Barnet Council however has had a recent change of leadership – and that immediately resulted in a climate emergency declaration – that is a significant shift in rhetoric. Now deeds need to match words.

**PRIVATE MOTOR VEHICLE MODE SHARE IN BARNET**



# Bexley

## LCC RECOMMENDATION

Come on Bexley! One of the few London boroughs that hasn't even formally recognised that what we face is a 'climate emergency', their climate action plan does not mention any changes to roads transport, and the council is currently suing the Mayor over the ULEZ expansion – with one of their concerns being that it will “deter people from outside the capital who wish to drive into London to work, shop, to see family, friends or visitor attractions.”

Where Bexley has a point is that it is a borough locked into car dependency in part because of lack of “public transport links”. But the onus is then on the council leadership to campaign for and deliver public transport improvements, and other alternatives to motor vehicle use, not let residents and planet continue to suffer the negatives of unconstrained car use – even to the extent Bexley will launch legal action to effectively protect driving rather than help tackle pollution.

## CLIMATE COMMITMENTS

Bexley is one of the few boroughs in London not to have declared a climate emergency. Its [Climate Action Plan](#) has no concrete commitments on decarbonisation rates, and barely mentions active travel. London Councils lists Bexley as the only council in London without a commitment to decarbonise its own operations.

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

No commitment made.

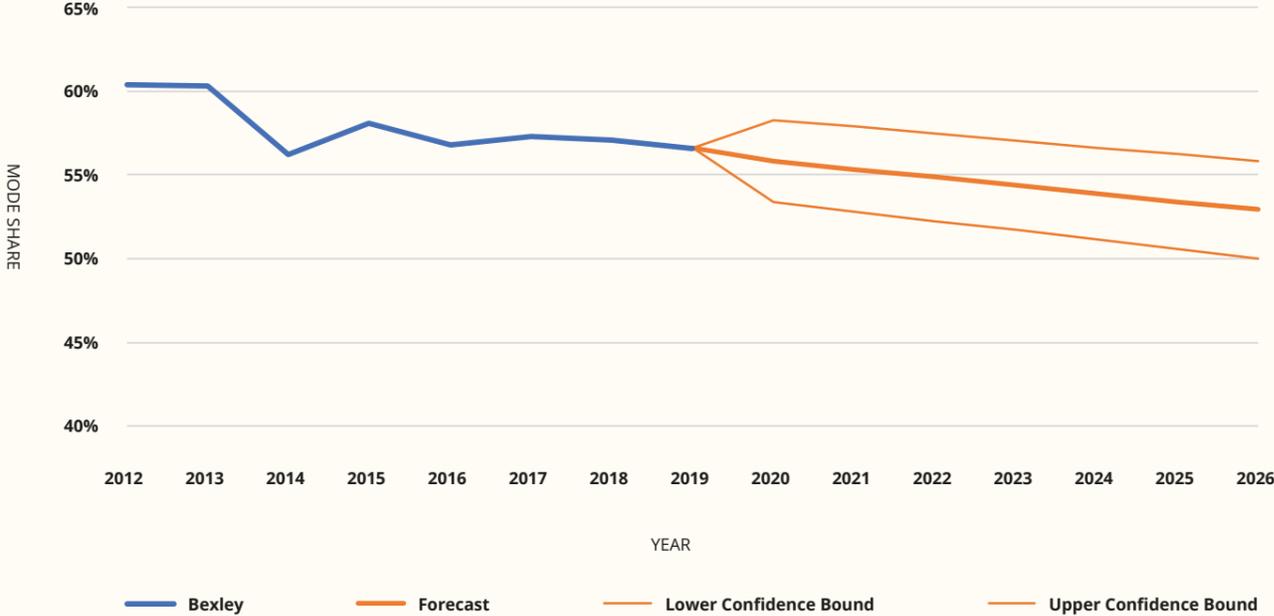
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Cycle routes</b>	All routes identified in TfL's Strategic Cycling Analysis completed to high quality by 2026.	No substantive action.
<b>Low Traffic Neighbourhoods</b>	75% of residential areas covered by 2026.	No substantive action.
<b>Dangerous Junctions</b>	5 improved with no 'critical fails', all signalised junctions to have full pedestrian signals on all arms, by 2026.	No substantive action.
<b>Shared mobility</b>	All homes within 600m of a car club bay and eBike / eScooter hire bay by 2026.	No substantive action.
<b>Cycle parking</b>	Rapid rollout.	No substantive action (possible future funding for Bexleyheath station parking).
<b>Car parking</b>	Roll out Controlled Parking Zones and emissions-based parking charges.	No substantive action (possible future funding for CPZs around Crossrail stations).

**NET ZERO PROGRESS**

The mode share of private motor traffic in Bexley is way too high and is coming down way too slowly. Bexley has the second lowest proportion of no car / van households in London, after Havering. This undoubtedly makes delivery harder – but there is little sign Bexley Council even wants to do anything about this.

**PRIVATE MOTOR VEHICLE MODE SHARE IN BEXLEY**



# Brent

## LCC RECOMMENDATION

Given Brent not only has committed to climate targets for the entire borough of 2030 – marking it out as one of London’s bolder boroughs – it’s quite startling to see the gulf here to actions. Brent is failing to deliver on just about every sensible approach to roads transport decarbonisation going. It will need to do far, far more and far faster than rely on TfL to deliver one short cycle route to enable active travel, or commercial providers to roll out freight mode shift.

## CLIMATE COMMITMENTS

- Net zero council operations 2030
- Net zero borough 2030

The “[Long Term Transport Strategy](#)” Brent Council adopted late last year adds further commitments to:

- Cut car ownership and motor traffic 25% by 2041
- Increase walking, cycling and public transport from 69% to 80% by 2041 (so the private motor traffic ‘Net Zero Progress’ graph overleaf would need to reach 20% by then)
- ‘Vision Zero’ end to serious collisions by 2041
- Increase residents’ active travel from 31% to 70%

It is worth noting most, if not all, of these additional transport commitments simply mirror the Mayor of London’s Transport Strategy commitments for a London average – yet nearly half of Brent households already don’t have a car or van. This is a borough that should be able to go further, faster than the average – particularly given its bold self-declared timescale for decarbonisation.

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

No commitment.

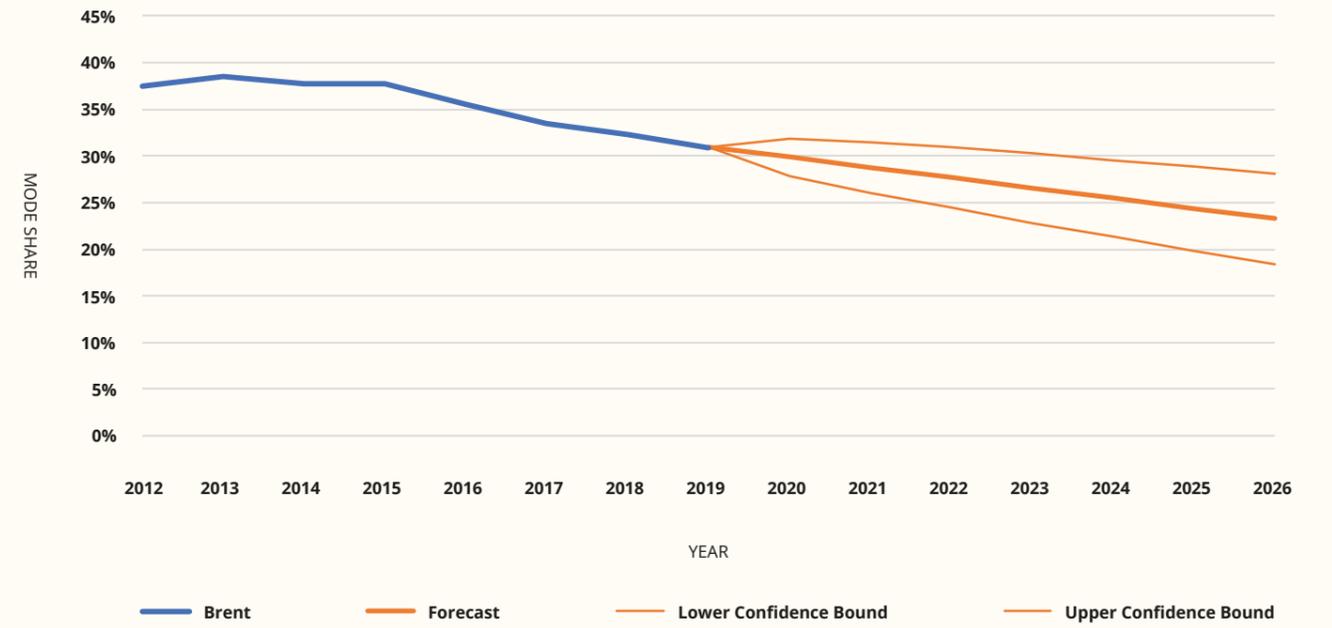
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Cycle tracks</b>	Protected cycle routes on every busy road across the borough, based on TfL’s Strategic Cycling Analysis .	TfL 5km route from Wembley to Willesden junction announced 2018, now in public consultation.
<b>‘Active travel’ in planning</b>	“Make Active Travel one of the criteria used to assess planning, environment, health and education decisions”.	No substantive progress.
<b>Low Traffic Neighbourhoods</b>	1+ ‘Healthy Neighbourhood’ trialled and delivered per ward by 2024.	Two Green neighbourhoods consulted & planned for 2024 delivery. Two further development-led GNs proposed for 2025 delivery. But no modal filtering planned for these currently.
<b>School Streets</b>	At every school possible.	23 school streets, delivered, 3 in trial (but 3 removed).
<b>Cycle parking</b>	Double pace of provision at residential and amenity sites.	Cycle hangars rolling out. Quantity delivered unknown.
<b>Freight, last mile</b>	Last mile logistics hubs on outskirts of borough, 25% reduction in freight vehicles.	Amazon major cargo bike hub in Wembley. No council substantive progress.

**NET ZERO PROGRESS**

Brent’s trajectory on private motor traffic downwards is good, and the overall mode share percentage is significantly ahead of the outer London average. But this is likely largely due to Brent’s residents not owning cars already. Nearly half of all households in Brent have no car or van. Given that, this line should already be likely lower and the trajectory more steeply downwards.

**PRIVATE MOTOR VEHICLE MODE SHARE IN BRENT**



# Bromley

## LCC RECOMMENDATION

Bromley is one of the worst boroughs in London for climate inaction on roads transport. It needs to take rapid and decisive action – without which it is unlikely its single target to reduce its own operational emissions will be achieved, let alone decarbonisation of the transport emissions of its residents. What is particularly startling about the council in Bromley is their steadfast refusal to even deliver on actions that are widely popular across London and uncontroversially accepted as massively beneficial to residents elsewhere in the capital – School Streets have been effectively halted, with few delivered in the first place, 20 mph rollout also appears off the cards despite Bromley having one of the lowest levels of 20mph coverage in London (according to the [Healthy Streets Scorecard](#)). Of course, Bromley is one of five London boroughs currently suing the Mayor over the ULEZ expansion – as climate [charity Possible has pointed out](#), there's a strong correlation between those boroughs fighting ULEZ hardest and those doing least to bring air pollution, climate emissions caused by driving under control.

## CLIMATE COMMITMENTS

- Net zero council operations by 2027

But no climate emergency declaration or target for borough-wide emissions.

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

No commitment.

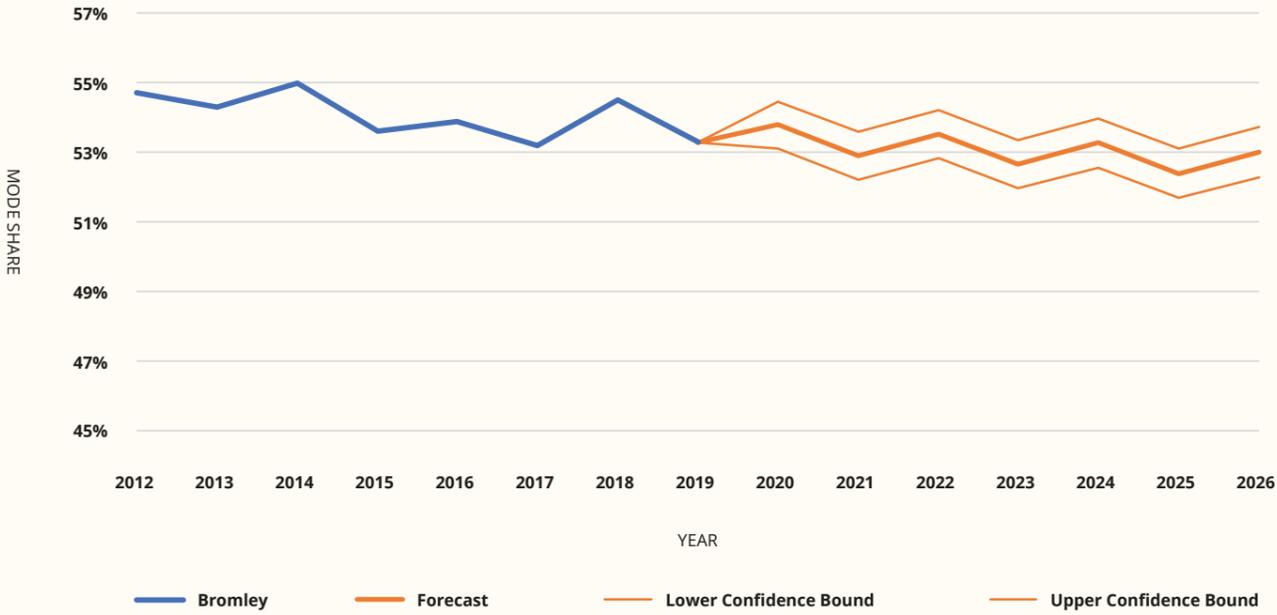
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
Active travel policy	Develop and implement strategy to increase cycling to 5% of trips by 2026/27.	No substantive action.
20 mph	On “many more residential roads”.	Council actively opposing rollout.
Dangerous junctions	Fix 5 most dangerous junctions.	No substantive action.
Safe cycling to schools	Identify and prioritise safe cycling routes to schools that have achieved TfL Gold STARS status including secondary schools.	School Streets programme effectively halted post-election, prior to then 3 running from initial 11 proposed, 5 trialled.
Cycle route network	Comprehensive high-quality network including to town centres and through open spaces.	Crofton Road route opened 2021. But conversely, Albermarle Road cycle scheme removed since election. No other substantive action.
Cross-borough collaboration	Work with neighbouring boroughs and TfL.	Hostile to neighbouring boroughs active travel and transport schemes – e.g. Croydon Crystal Palace LTN, Lewisham A21 study.

**NET ZERO PROGRESS**

Well over half of all journeys done in Bromley are done using a motor vehicle. And that number is not going down fast enough.

**PRIVATE MOTOR VEHICLE MODE SHARE IN BROMLEY**



# Croydon

## LCC RECOMMENDATION

Despite the ongoing financial woes of Croydon Council, and recent change of administration (to No Overall Control with an elected Conservative mayor, from Labour), it is heartening to see a significant set of actions from the council already evident. Recent upgrades and delivery of cycle tracks, the rapid rollout of School Streets and retaining most of the existing Low Traffic Neighbourhoods are all very welcome, as is the rollout of 20mph zones. Next steps for the council must be to attempt to tackle the very worrying road danger issues (serious and fatal collisions are above average for outer London and remained high during pandemic lockdowns) it faces and rapidly accelerate action on decarbonising roads transport, via active travel.

## CLIMATE COMMITMENTS

- Council operations net zero by 2030
- Borough emissions cut 34% by 2025 (from 2005).

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

No commitment.

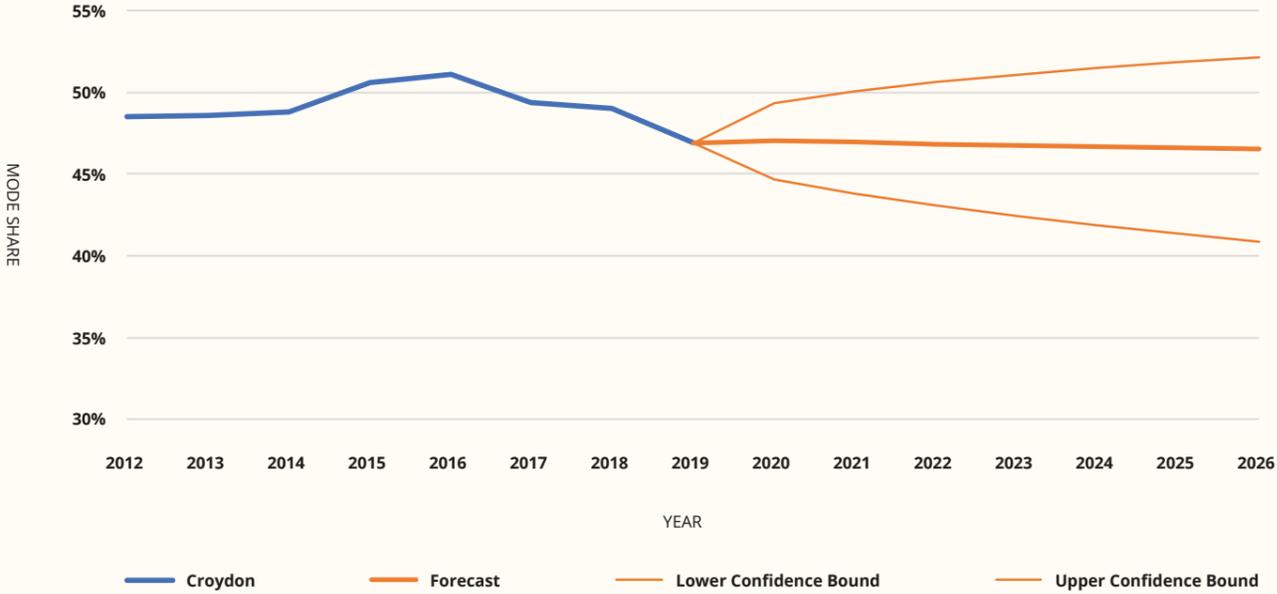
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Cycle routes</b>	Implement council 'Cycling Strategy', fix gaps connecting routes.	Improved A23 Brighton Road cycle tracks and added more schemes around Croydon town centre.
<b>School Streets</b>	For every school.	19 School Streets in trial in 2023.
<b>Low Traffic Neighbourhoods</b>	4 per year.	Most LTNs in place since before election to remain. But no forward programme visible.
<b>Dangerous Junctions</b>	5 of 'most dangerous' improved, 10 'traffic island' crossings to formal pedestrian crossings on raised level, pedestrian signals of all arms of signalised junctions.	No substantive action.
<b>Shared mobility</b>	All homes 600m from a car club bay and an eScooter / eBike hire bay.	Car club rollout ongoing. No substantive action on eScooter / eBike hire.
<b>Freight, last mile</b>	Cut motor vehicle freight by 10% by 2026, via last mile, consolidation etc.	No substantive action.
<b>Cycle parking</b>	Town centres, interchanges, residential streets etc.	No substantive action.
<b>Other activities</b>	20 mph rollout.	No substantive action on main roads and lack of enforcement.

**NET ZERO PROGRESS**

Essentially, Croydon appears to be flatlining on private motor vehicle mode share at around 50%. Not only is this not going down, it's way too high for a borough this dense where just over a third of all households have no car or van access (around Croydon town centre, that's over half).

**PRIVATE MOTOR VEHICLE MODE SHARE IN CROYDON**



# Ealing

## LCC RECOMMENDATION

Following an internal leadership battle, the administration in control of Ealing is still, apparently, committed to a bold decarbonisation commitment of the whole borough going net zero by 2030. But this simply will not happen unless the new administration finds ways to incredibly rapidly begin to deliver on roads transport – cycle tracks, Low Traffic Neighbourhoods, cycle freight, junctions, bus priority and more. And that means tackling the controversial elephant in the room – drivers angry about perceived impacts on them. The new administration ripped out the last lot's LTNs. So, the question is, what will the new administration actually do to move forward not back in a borough where [already over one third of households have no car or van](#)? From our local group's tracking of activity the answers so far are not promising.

## CLIMATE COMMITMENTS

- Council operations net zero by 2030
- Borough net zero by 2030

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

No commitment.

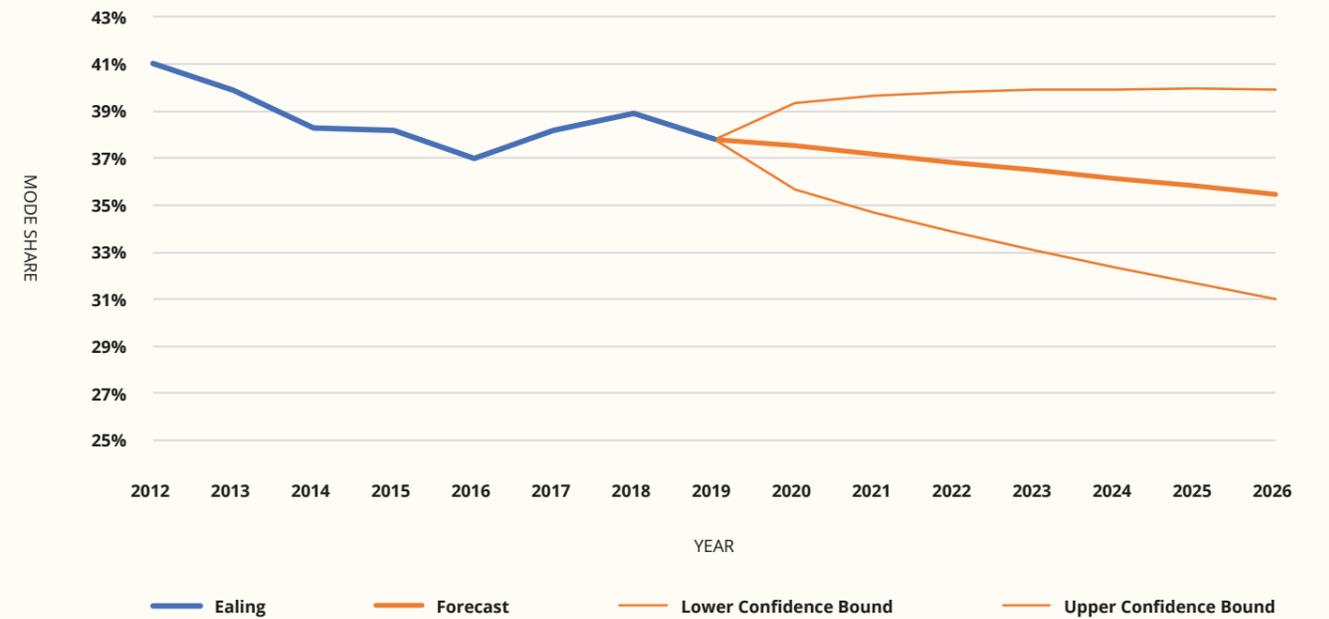
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Cycle routes</b>	Define high-quality cycle network & deliver main road cycle tracks (including at Ealing Broadway and Haven Green), cycle links, junction treatments.	Plan in progress, including 2 north-south routes in Northolt.
<b>Low Traffic Neighbourhoods</b>	All residential areas.	No substantive progress following current administration removing nearly all previously delivered schemes.
<b>Traffic calming</b>	Audit and improve existing traffic calming measures.	One road has had speed humps changed to sinusoidal profile. No further substantive action.
<b>Shared mobility</b>	Electric car club / hire, eBike, eCargo and eScooter hire bays.	eScooter / eBike hire covers eastern half of borough, council cargo bike loan.
<b>Freight, last mile</b>	Encourage eCargo freight etc. over vans, motorcycles.	No substantive action.
<b>Other activities</b>	N/A	19 School Streets running, 100 cycle parking hangars delivered by 2026, at ~£8 per space per annum for users

### NET ZERO PROGRESS

Ealing, at the start of the pandemic, delivered more on active travel and specifically Low Traffic Neighbourhoods, than possibly any other London borough or UK council, faster. However, opposition to the schemes led to an internal revolt in Labour. The new council leadership removed nearly all of the LTN schemes and since then have struggled for much forward momentum. Obviously, the risk is that historic pre-pandemic mode shift (the blue line) simply wasn't really happening at any rate. It is now vital that the new leadership, if it remains serious about action on climate emissions in the borough and its tough and bold 2030 net zero target for the whole borough, finds ways to rapidly tilt that orange line downwards, not upwards.

### PRIVATE MOTOR VEHICLE MODE SHARE IN EALING



# Enfield

## LCC RECOMMENDATION

From one of the leading ‘mini-Holland’ boroughs, Enfield has continued to make good and steady progress on rollout of active travel schemes since the pandemic and since the latest round of elections. We want to see the council speed up on rollout of major scheme types – given the last election showed that noisy opposition of a few to cycle tracks and Low Traffic Neighbourhoods did not result in a shift away from those delivering.

## CLIMATE COMMITMENTS

- Council operations net zero by 2030
- Borough net zero by 2040

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

No commitment.

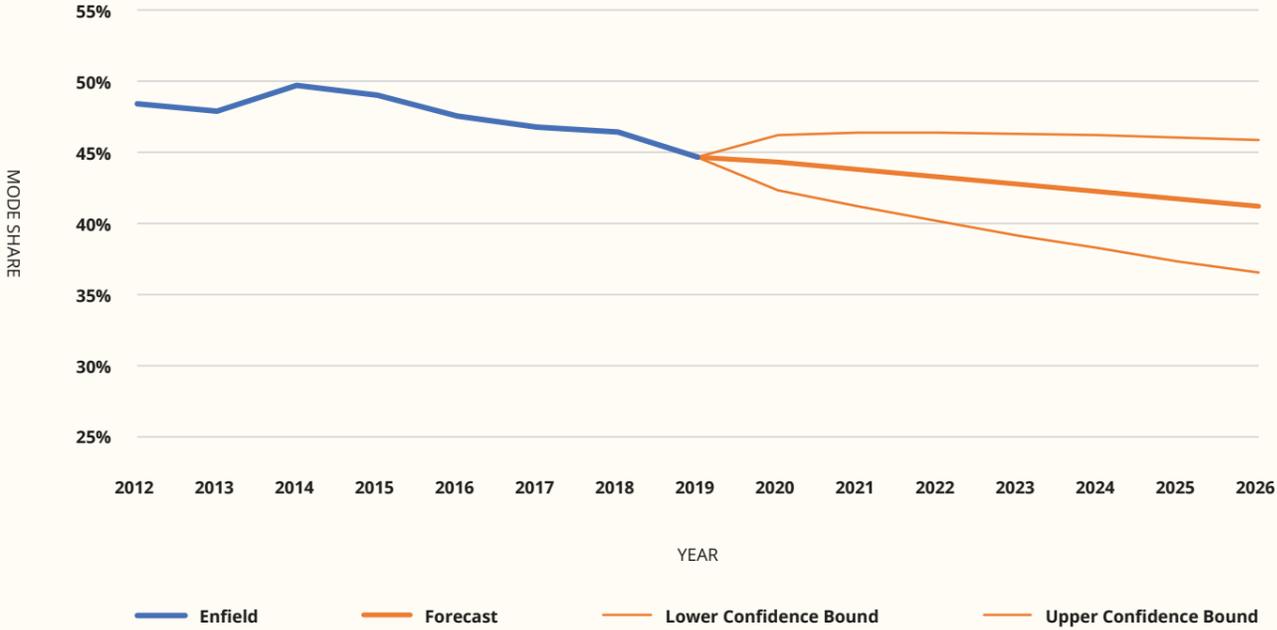
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
School Streets	Every school.	14 School Streets implemented by May 2022, 7 more installed or in progress of installation. Long-term plan is to extend to secondary schools.
Cycle tracks	Coherent and high-quality borough-wide network including all priority routes in Enfield identified in TfL’s Strategic Cycling Analysis.	A1010 Ponders End to Edmonton completed since election; east-west Enfield Town to Ponders End route engagement complete; consultations on Enfield Town to Broxbourne, A1010 to Middlesex Hospital, New River to Brick Lane, and Great Cambridge Road to Bridport Lane.
Pedestrian crossings	Pedestrian crossing phases at all signalised junctions.	No substantive action but requires TfL support to deliver.
Low Traffic Neighbourhoods	All possible residential areas.	Bowes and Fox Lane LTNs permanent since election. Further LTNs in planning including improvements to Connaught LTN.
Shared mobility	All homes and workplaces to be under 300m from electric car club bay and eBike hire bay.	No substantive action.

**NET ZERO PROGRESS**

Enfield has been making (pre-pandemic, blue line) good progress on reducing the mode share of private motor vehicles. However, it comes from far too high a base – and this despite the fact the eastern half of the borough and town centres have around [40-50% of households with no access to a car or van](#).

**PRIVATE MOTOR VEHICLE MODE SHARE IN ENFIELD**



# Greenwich

## LCC RECOMMENDATION

For a borough that has not only committed to some of the boldest and most rapid decarbonisation timetables in London, but gone further to commit to an explicit car use reduction target and whose lead party committed to all asks, the level of delivery in Greenwich is a serious concern, as is the level of private motor traffic still extant, and the level of collisions in the borough. Circa half of all households in the denser areas of Greenwich along the Thames have no car or van access. Given that, the borough should be able to move far faster and be far bolder on reducing and restricting private motor traffic – and it will have to make its targets more than just empty ambitions.

## CLIMATE COMMITMENTS

- Council operations net zero by 2030
- Borough net zero by 2030
- Included in council draft transport strategy in November was commitment to reduce car use 45% in borough by 2030.

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Councillor Danny Thorpe, leader of the council prior to elections, pledged to all asks.

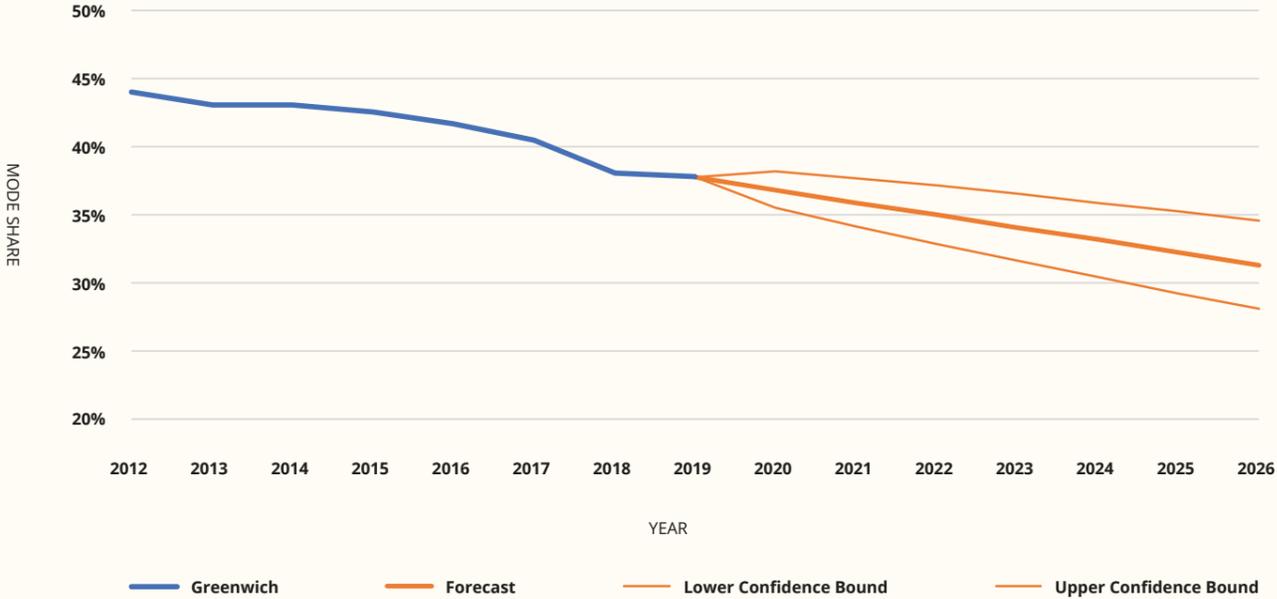
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
Motor vehicle use	Cut motor traffic 6% a year with annual reporting of plans.	No substantive action.
20 mph	Borough-wide by end 2023.	Rollout continues but unlikely at current pace to be borough-wide by the end of this year.
Pavements	Widen on “major roads with significant... footfall”.	Some pedestrian scheme funding secured, but no substantive action on widening.
Junctions	Pedestrian signals for all arms of signalised junctions, separate cycling in space and / or time.	No substantive action (Angerstein junction done prior to current administration). But Cycleway 4 extension moving forward may bring some junction changes.
School Streets	All schools, by 2026.	More in planning – but rollout remains too slow to likely fulfil target.
Low Traffic Neighbourhoods	Prioritise around secondary schools.	1 consultation re: potential changes.
Shared mobility	Transition hire / car club to electric. Borough-wide eBike hire and eCargo loan / hire.	Car club roll out continued, and transport policy supports cycle hire etc.
Car parking	Emissions based parking charges by 2024. Replace parking with parklets on 75% of borough streets by 2025.	Slow rollout of Controlled Parking Zones continues.
Cycle parking	Roll out residential hangars.	Funding supplied for cycle parking but no sign of roll out yet.
Last mile / consolidation	Create hubs, work with business to reduce motor vehicle freight by 2026.	No substantive action.
Other activities	N/A	Cycleway 4 extension in planning by TfL, council cycle routes also in development.

**NET ZERO PROGRESS**

Greenwich appeared to be positively shifting mode share away from private motor vehicles prior to the pandemic (blue line). However, with a borough as dense as Greenwich, the rate of progress is far too slow. While the southern areas of the borough have higher car and van ownership, 50% or significantly more in some areas of homes have none, along the river and in Woolwich. So the borough should be able to reduce motor vehicle use far faster than this.

**PRIVATE MOTOR VEHICLE MODE SHARE IN GREENWICH**



# Harrow

## LCC RECOMMENDATION

The previous Labour administration was responsible for removing a series of trial Low Traffic Neighbourhoods and cycle tracks it had implemented during the start of the pandemic. But the current Conservative administration has not done anything to set Harrow back on a progressive path towards Net Zero – indeed, it is one of four London councils currently suing the Mayor of London over plans to expand the ULEZ zone, and its only main action on active travel so far is to remove a School Street. High ownership levels of motor vehicles and high mode share for private motor vehicles make it harder to ask residents to ditch the car, and support alternatives – but if councils like in Harrow continue to abrogate the responsibility of leadership to its residents, London will remain locked into inaction. If the climate commitments in this borough are to mean anything, it's past time the council moves from words to deeds. The focus should be to be clear with residents and make the case for change, then roll out first Controlled Parking Zones and 20mph for the borough (we hope the council reconsiders this), and then cycle tracks, Low Traffic Neighbourhoods, cycle parking, junction improvements, bus priority schemes, and more. As quickly as possible.

## CLIMATE COMMITMENTS

- Council operations net zero by 2030
- Borough net zero by 2030

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

No commitment.

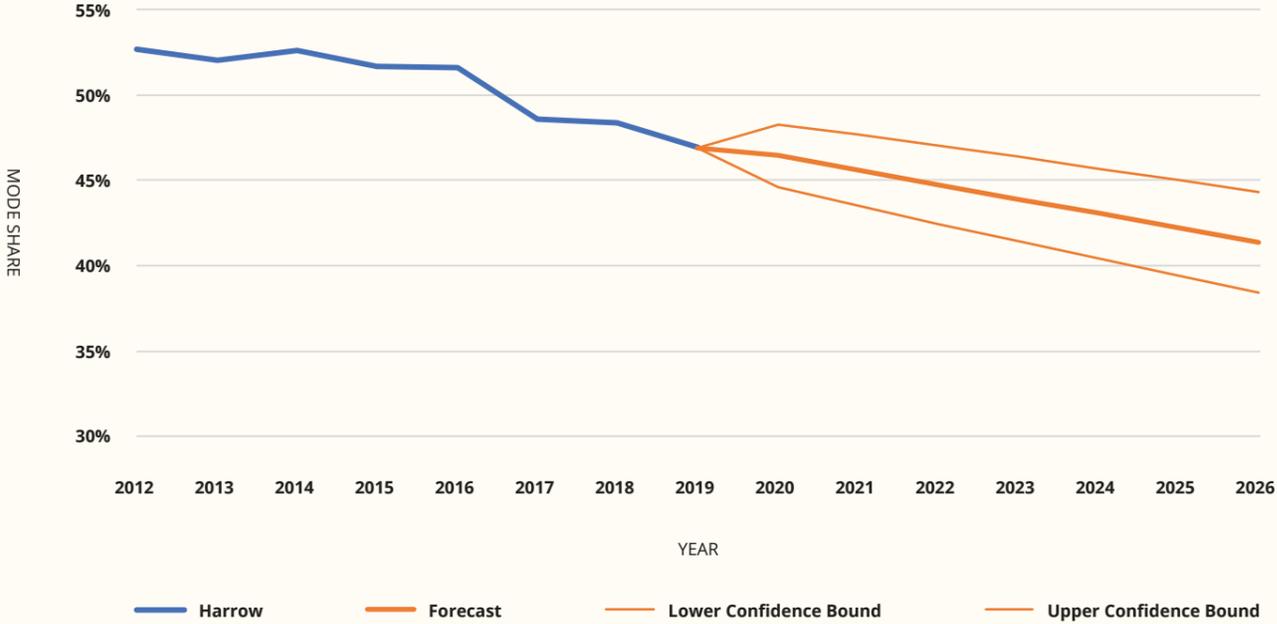
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Cycle routes</b>	To all secondary schools, and protected cycle tracks on all roads identified in TfL's Strategic Cycling Analysis by 2026.	No substantive action, routes were previously removed. New administration has since removed a School Street also.
<b>20 mph</b>	Borough wide by 2026.	No substantive action.
<b>Plans and policies</b>	Targets and plan to reduce motor vehicle km driven in borough for implementation starting 2023, Healthy Streets Panel for public health, transport by end 2022.	No substantive action.
<b>Cycle provision</b>	Support Harrow Cycle Hub and adult cycle training.	Ongoing.
<b>Cycle parking</b>	100 hangars including spaces for non-standard cycles by 2024, plus Blue Badge scheme for secure cycle parking.	Secure cycle parking planned for Harrow On The Hill station 24/25.
<b>Other activities</b>	N/A	Of 4 School Streets delivered and made permanent by previous administration, one has been removed by new administration.

**NET ZERO PROGRESS**

The slow descent in mode share for Harrow is welcome (although likely due to London and Harrow demographics changing, not any action on the council’s part), but the fact that until as recently as 2016 over half of all journeys made in the borough were made in a motor vehicle underlines how car dominated the borough has been and how urgently that needs to change. It’s also worth noting that Harrow has one of London’s more ambitious aims on decarbonisation of the whole of the borough for 2030, adopted in 2020. The new administration in the borough does not appear to have repealed this commitment, but it remains to be seen what they intend to do about the rather pressing deadline to act on it.

**PRIVATE MOTOR VEHICLE MODE SHARE IN HARROW**



# Havering

## LCC RECOMMENDATION

Havering, having switched control from Conservative to Havering Residents' Association and Labour, finally seem to be taking the climate crisis more seriously, and starting to plan for delivery on active travel too. This is very welcome – although plans will need to rapidly move to action, and action will need to be far bolder to really deliver change.

## CLIMATE COMMITMENTS

- Council operations net zero by 2040

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

No commitment.

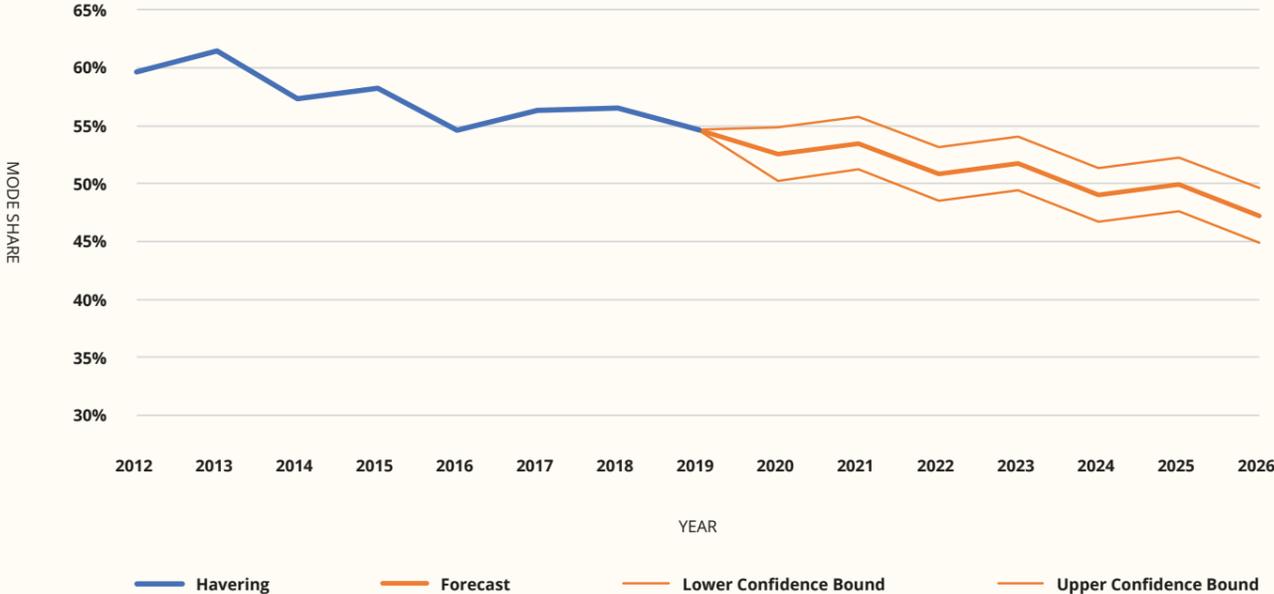
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
Road danger	Ensure no further cyclist deaths on Marsh Way.	Plans moving forward.
Cycle routes	8 Cycleways.	6 historical Quietway plans being revisited. S106 funding set to fill in gap in LCN12 cycle route.
Fix dangerous junctions	Improve 5 of most dangerous.	No substantive progress.
School streets	Roll out.	11 in place, 18 more planned for year.
Cycle parking	Roll out.	Funding for secure cycle parking for council housing. And S106 funding to be used for Hornchurch Station parking.
Other activities	N/A	New council administration has appointed a cabinet portfolio lead on climate for first time, and set up Havering Green Forum, including local LCC group.

**NET ZERO PROGRESS**

The downward trend in private motor traffic mode share over time is good – but the sheer proportion of journeys done by these modes is shocking, if perhaps hardly surprising given that currently only one in five households in the borough are car and van-free – the lowest proportion of such households for any London borough.

**PRIVATE MOTOR VEHICLE MODE SHARE IN HAVERING**



# Hillingdon

## LCC RECOMMENDATION

Despite declaring a climate emergency, Hillingdon remains one of the councils most hostile to progressive action on reducing car use and the need for car use. It is one of the four London councils currently suing the Mayor over ULEZ expansion plans, yet has also, according to [research by climate charity Possible](#), delivered no EV charging points in the borough.

## CLIMATE COMMITMENTS

- Council operations net zero by 2030

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

No commitment.

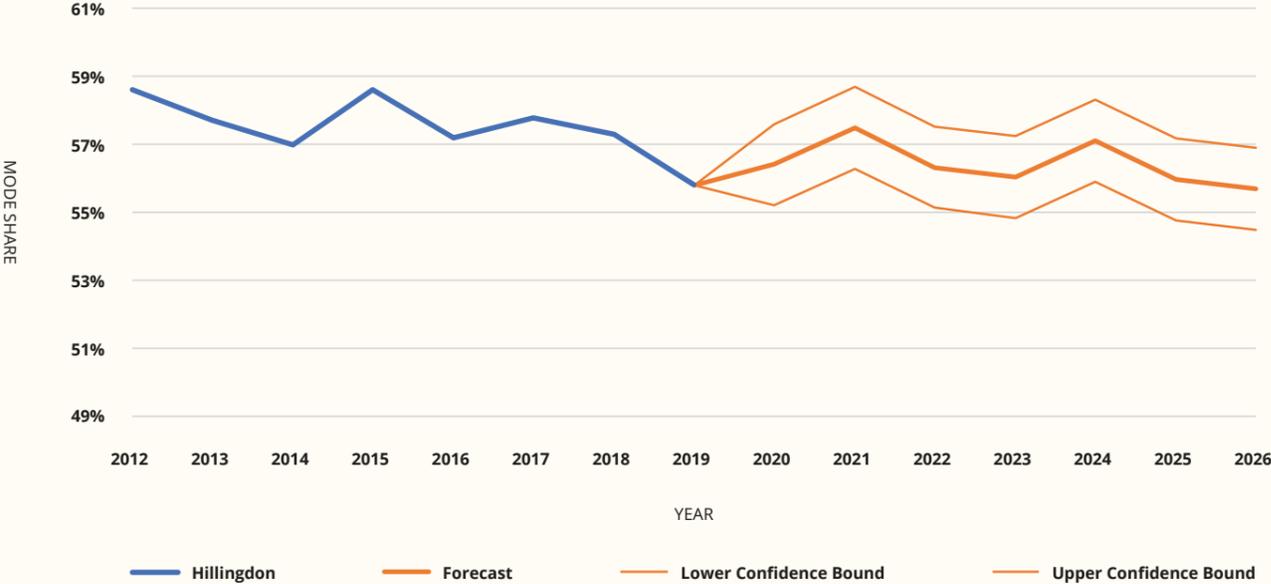
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
Cycle routes	All TfL's Strategic Cycling Analysis routes to high quality.	No substantive action.
Low Traffic Neighbourhoods	4 per year, 75% of residential areas in the borough by 2026.	No substantive action.
20 mph	Across borough.	No substantive action.
School Streets	10 per year.	No substantive action.
Dangerous junctions	3 of most dangerous junctions improved by 2026, and pedestrian signals all arms of all signalised junctions.	No substantive action.
Shared mobility	Homes and workplaces within 600m of a car club bay and eScooter / eCycle hire bays.	No substantive action.
Freight, last mile	Use consolidation hubs etc. to cut freight motor traffic by 10% by 2026.	No substantive action.
Cycle parking	Roll out.	Currently planning to improve cycle parking in Hillingdon.
Car parking	Emissions based charging, Controlled Parking Zones etc.	No substantive action.

**NET ZERO PROGRESS**

Hillingdon’s mode share of private motor vehicles (blue line) is chaotic, but slowly reducing – which is good news. Again though, this is one of the outer London boroughs with the highest proportions of households with car or van ownership and therefore unsurprisingly, highest proportions of journeys being made by car. And that is not coming down anywhere near quickly enough.

**PRIVATE MOTOR VEHICLE MODE SHARE IN HILLINGDON**



# Hounslow

## LCC RECOMMENDATION

Hounslow delivered strongly at the start of the pandemic, and their work on Cycleway 9 and elsewhere has been bold, facing sustained opposition from some. The borough has then taken a pause to consolidate its plans and strategies, but now needs to start delivering again and rapidly on those plans and strategies if it wants to hit the stringent net zero targets it has set itself.

## CLIMATE COMMITMENTS

- Council operations net zero by 2030
- Borough net zero by 2030

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

No commitment.

## CLIMATE SAFE STREETS DELIVERY

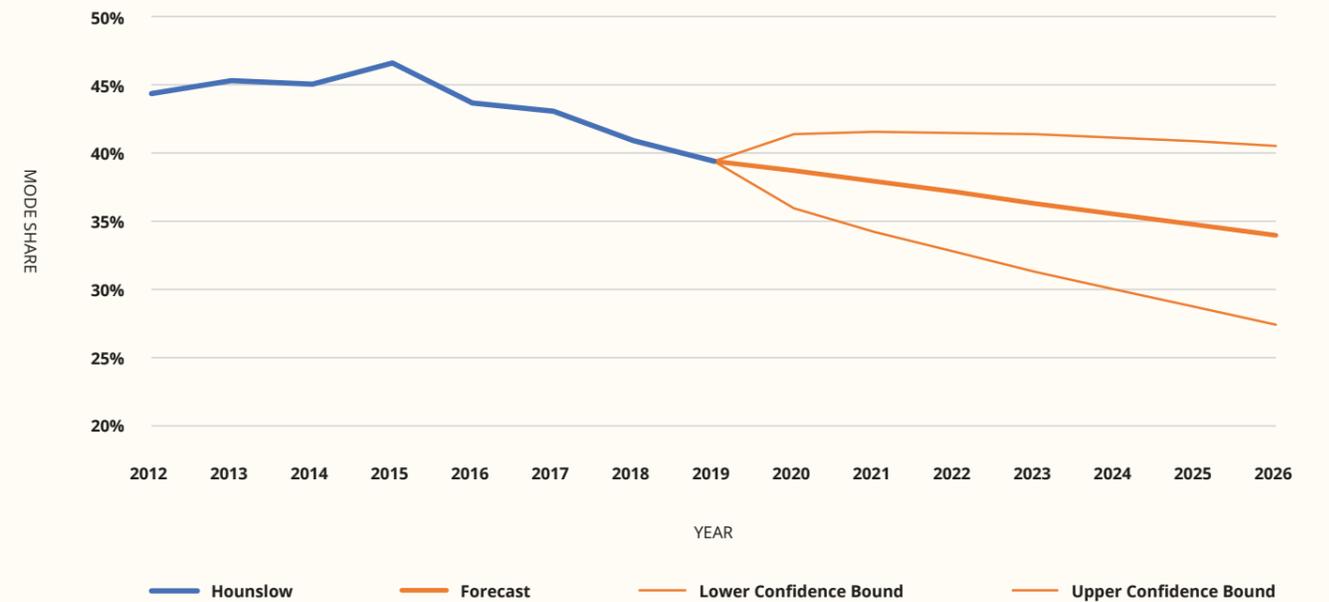
TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Cycle routes</b>	Complete all priority routes on TfL's Strategic Cycling Analysis to high quality by 2026.	Council working with TfL on Cycleway 9 through Chiswick, and extension to Kew Bridge and Brentford (under construction / in planning).
<b>Low Traffic Neighbourhoods</b>	On 75% of residential areas by 2026.	South Chiswick LTN due for permanent decision mid-April, other individual filters remain in place.
<b>Dangerous junctions</b>	Improve 5 of most dangerous by 2026, and ensure all signalised junctions have pedestrian signals on all arms.	No substantive action beyond Cycleway 9 junctions.
<b>Shared mobility</b>	All homes and workplaces within 600m of car club bay and eBike / eScooter hire bay.	Decision on eBike hire scheme mid-April.
<b>Freight, last mile</b>	Cut freight motor vehicle movements 10% by 2026 using last mile, consolidation hubs etc.	Initial last mile trial scheme funded and in progress.
<b>Cycle parking</b>	Roll out.	13 hangars installed so far, 10 more due, funding allocated for more in next year.
<b>Car parking</b>	Emissions-based parking charges.	No substantive action beyond parklet policy and upcoming 'kerbside strategy'.

### NET ZERO PROGRESS

Around a third of households in the borough have no access to a car or van, with the town centres heading towards 40%. Particularly the denser, eastern parts of this long, thin borough absolutely should be able to easily decarbonise far more rapidly and it's surprising how rapidly car ownership drops just a few hundred metres down the road in Hammersmith & Fulham.

So, while it is welcome to see a descending level of private motor vehicle mode share on the graph below, that line isn't moving down as fast as it could (based on other similar boroughs) or should (based on Hounslow and London's climate targets).

### PRIVATE MOTOR VEHICLE MODE SHARE IN HOUNSLOW



# Kingston Upon Thames

## LCC RECOMMENDATION

Kingston was one of three councils funded via previous Mayor Boris Johnson’s ‘mini-Holland’ programme. The funding has gone to do long stretches of main road cycle track and a gigantic but poorly-designed cycle hub at Kingston Station, but the pace of delivery has been too slow and now TfL suggests funding was given for schemes that never materialised. For Kingston to rival the other two mini-Holland boroughs, it now needs to roll out schemes more rapidly. It has delivered good cycle track schemes, but better junction designs and Low Traffic Neighbourhoods are now also a priority.

## CLIMATE COMMITMENTS

- Council operations net zero by 2038

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Committed to all asks.

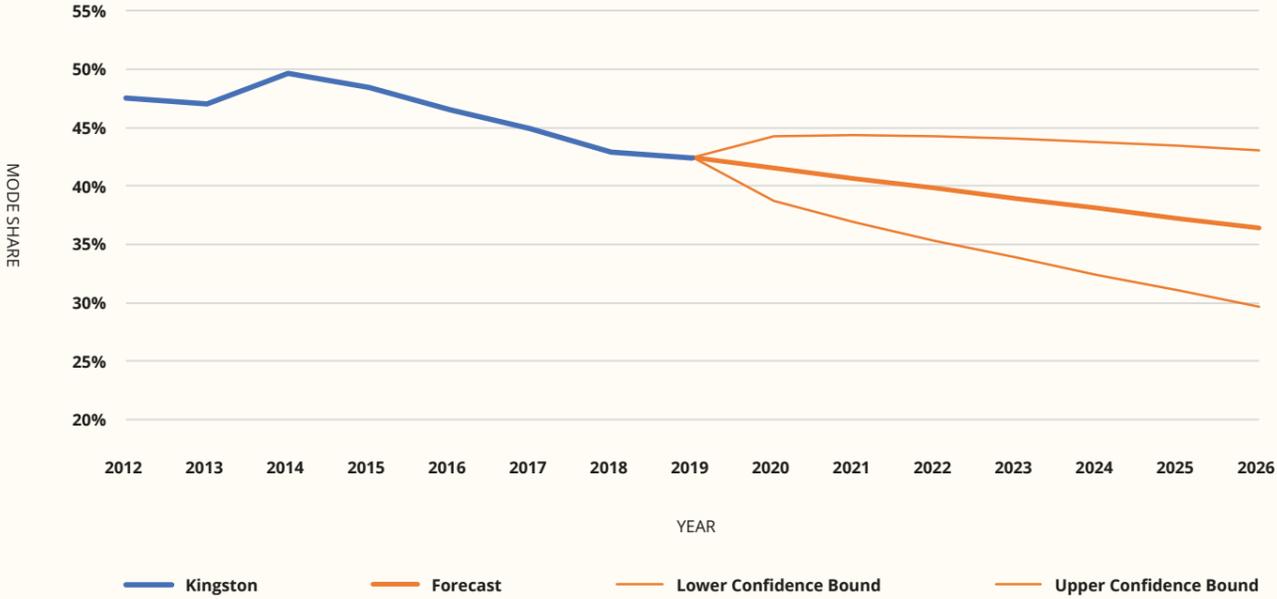
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Cycle tracks</b>	Planned Go Cycle routes using protected cycle tracks completed.	Funding to finish main Go Cycle schemes still in limbo between TfL and Kingston.
<b>Cycle routes</b>	A 5-10 year plan for borough-wide cycle network including cycle tracks and (routes through) Low Traffic Neighbourhoods.	Council considering new routes currently.
<b>Cycle route maintenance</b>	Maintain existing cycle routes so they are usable 24/7.	Maintenance remains reactive and slow.
<b>Cycle parking</b>	Make the cycle hub at Kingston station secure and useful.	Hub is still not safe to leave cycles in, previously unused top floor now closed & another unused section let out.
<b>Other activities</b>	N/A	20mph expansion now means 70% borough roads covered and full-borough coverage is planned; Birkenhead Avenue filtered; dockless eBike hire operators in borough.

**NET ZERO PROGRESS**

Private motor traffic’s share of all journeys in the borough are descending (from a high of half to closer to 40% in 10 years) which is good news, but to get down to where the borough needs to be to do its part on the climate crisis that line needs to be going down faster.

**PRIVATE MOTOR VEHICLE MODE SHARE IN KINGSTON UPON THAMES**



# Merton

## LCC RECOMMENDATION

The delivery of new cycle tracks is very welcome, as is rollout of eBike hire and cargo bikes for businesses, and indeed the last few years of 20mph rollout to cover the borough, but given the lack of progress on mode share or on reducing serious collisions, the council must accelerate its action and look to junctions particularly as a priority.

## CLIMATE COMMITMENTS

- Council operations net zero by 2030
- Borough net zero by 2050

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Labour Group committed to asks.

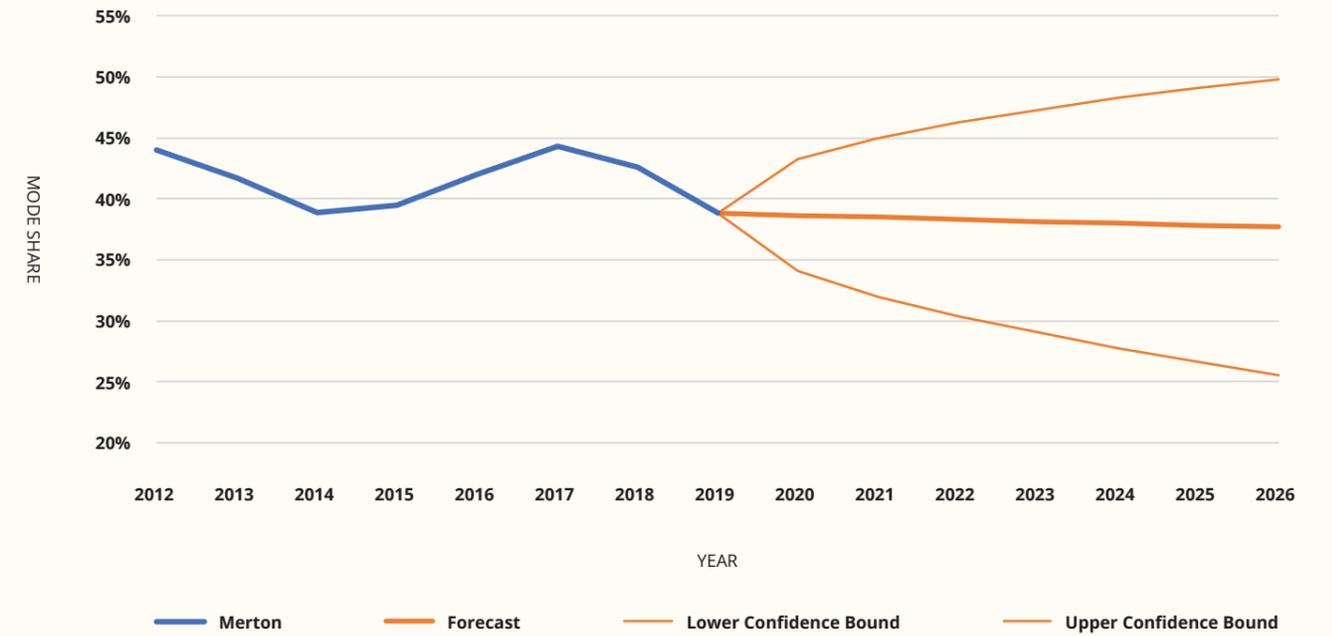
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Cycle routes</b>	Plan network by May 2023, deliver 5 schemes fulfilling TfL's Strategic Cycling Analysis corridors by 2026.	Active travel network and delivery plan proposed. Cycle tracks on Plough Lane in construction, Merton High Street imminent.
<b>Low Traffic Neighbourhoods</b>	75% of borough residential area.	No substantive action.
<b>Dangerous junctions</b>	Improve 5 of the most dangerous junctions, add pedestrian signals to all arms of signalised junctions, add other pedestrian crossings.	No substantive action.
<b>Freight, last mile</b>	Cut motor traffic freight movements by 10% in part via last mile, consolidation hubs.	No substantive action.
<b>Shared mobility</b>	All homes within 600m of electric car club bay and eScooter / eBike hire bay.	eCargo bike share for businesses launched, dockless eBike hire arrival soon.
<b>Cycle parking</b>	Rapid roll out in residential areas and at interchanges, amenities etc.	Residential cycle hangar rollout very slow, currently stalled.
<b>Other activities</b>	N/A	2 sections of Wandle Trail improved. 20 mph rollout now complete.

### NET ZERO PROGRESS

Merton is making slow progress on reducing the mode share of private motor vehicles (blue line). And that is despite the [Census recording](#) that a third of all households in the borough already have no access to a car or van – a level typical of the denser and / or poorer outer London boroughs. It will have to accelerate its programmes if it wants to aid the Mayor in his aims to decarbonise London.

### PRIVATE MOTOR VEHICLE MODE SHARE IN MERTON



# Redbridge

## LCC RECOMMENDATION

Redbridge's leadership has repeatedly said it takes climate action very seriously, but with mode share flatlining, Low Traffic Neighbourhood rollout halted mid-delivery of the first schemes and then removed, and poor progress on cycle tracks following a few initial, low-quality schemes, there needs to be more than just warm words now to help Redbridge residents ditch their cars and switch modes to reduce emissions and road danger in the borough.

## CLIMATE COMMITMENTS

- Council operations net zero by 2030
- Borough net zero by 2050

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

No commitment, but leader Councillor Jas Athwal did provide a statement supporting action on all asks, saying "We will be releasing our vision and strategy for a sustainable transport strategy... outlining our commitment to promoting active travel".

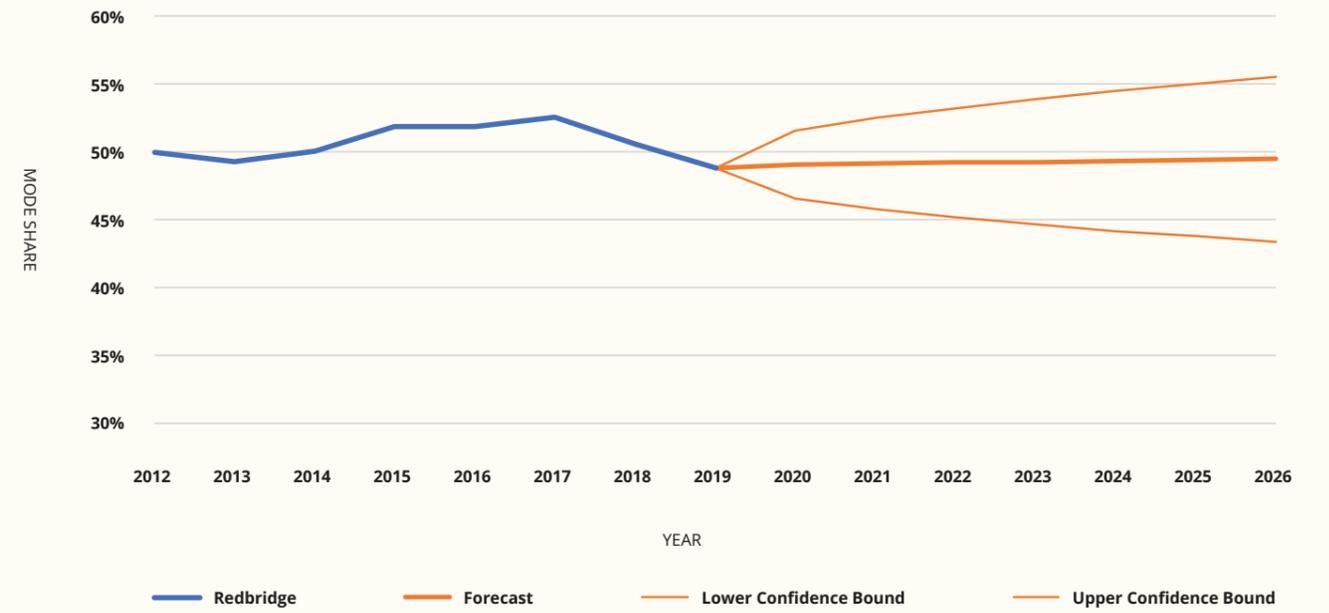
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Cycle routes</b>	Finish all TfL's Strategic Cycling Analysis priority routes to high quality by 2025.	1 scheme in planning. Extension to C23 to Woodford Green High Road in construction. Pop-up routes through Wanstead Flats.
<b>Dangerous junctions</b>	Improve 5 most dangerous junctions and ensure pedestrian signals at all signalised junctions by 2025.	No substantive progress.
<b>20 mph</b>	Borough-wide by 2023.	No substantive progress.
<b>School Streets</b>	Half of schools implemented and all consulted by December 2023.	5 delivered since election, 10 total, or 8% of schools.
<b>Low Traffic Neighbourhoods</b>	75% coverage of residential areas by 2026.	No substantive action.
<b>Shared mobility</b>	Rollout of bays for electric car / van hire, and all homes, workplaces less than 600m from an eBike / eScooter hire bay.	No substantive action.
<b>Secure and inclusive</b>	Cycle parking for residential areas, interchanges, town centres etc.	Limited cycle parking rollout at stations and high streets, very limited residential hangar rollout.

### NET ZERO PROGRESS

We're looking at a flatline basically – Redbridge is not successfully shifting the dial on private motor vehicle mode share, which has remained at circa half of all journeys for a decade. Given the lack of progress on the asks above, it's hard to see how Redbridge is doing more than talking the talk when it needs to walk the walk now, or more realistically, sprint the sprint!

### PRIVATE MOTOR VEHICLE MODE SHARE IN REDBRIDGE



# Richmond Upon Thames

## LCC RECOMMENDATION

Richmond's progress is oddly patchy. On the good side: bold delivery of a borough-wide 20mph limit pre-election, and ongoing rollout of cycle track schemes, as well as work on cargo bike loans etc. But, the borough also appears to have fingers in ears on Low Traffic Neighbourhoods and indeed, the opportunity to remove through motor traffic in Richmond Park. Ultimately, the message for the council is thank you so much for what you have done, but now you need, if your climate commitments are to have meaning, to not only accelerate delivery but make it more across-the-board coherent.

## CLIMATE COMMITMENTS

- Council operations net zero by 2030
- Borough net zero by 2030

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Pledged to all asks, subject to "officer, financial and other consideration" (Councillor Alexander Ehmann, Chair, Transport & Air Quality Committee)

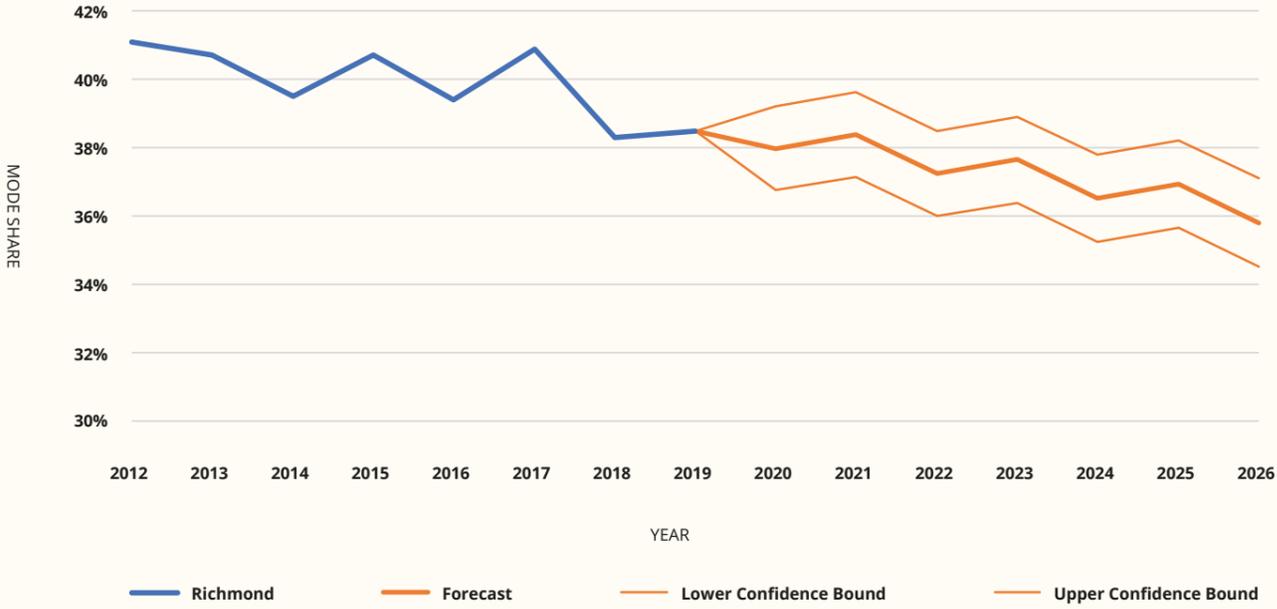
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Cycle routes</b>	High quality routes between all areas of the borough and to adjacent boroughs, planned by 2024, half implemented by 2026.	Strawberry Vale tracks in progress, plans to upgrade sections on Kew Road and approved proposals for part of Hospital Bridge Road.
<b>Low Traffic Neighbourhoods</b>	Planned by 2024, half implemented by 2026. 25% residential area covered by end 2024, bus gate on Richmond Bridge, Richmond Park to go no through motor traffic, pedestrianise 2 High Streets by 2025 etc.	North Worple Way traffic restrictions consulted, Richmond town centre changes in planning but no substantive action beyond.
<b>School Streets</b>	All schools.	13 delivered in 2020 but with poor enforcement, and only one further implemented with little sign of further rollout incoming.
<b>Cycle training</b>	Ongoing programme to promote and support cycling for all age and ability groups.	Active travel publicity ongoing, try before you buy for cycle types, and training.
<b>Cycle parking</b>	Including transport interchange hubs, cheaper cycle hangars, routine provision of on-street stands.	Cycle hangars rolled continues but at fairly slow pace (30 more recently).
<b>Shared mobility</b>	Borough-wide shared mobility hubs for electric car / van hire, eBike / eScooter bays.	Short-term rental cargo bikes scheme launched and expanded. eBike / eScooter hire available across borough. eCar / eVan hire also.
<b>Freight, last mile</b>	Freight consolidation and last mile to help cut freight vehicle movements by 10% by 2026.	Investigation into last mile hub feasibility ongoing.

**NET ZERO PROGRESS**

Richmond’s downward, if rather wayward, trend in private motor vehicle mode share is welcome. But for a leafy outer London borough, a mode share in the high 30s is far from ideal and the downward trajectory is not steep enough. This is a borough that urgently needs to address reliance on private motor vehicles.

**PRIVATE MOTOR VEHICLE MODE SHARE IN RICHMOND UPON THAMES**



# Sutton

## LCC RECOMMENDATION

Sutton is one of the boroughs that delivered a few schemes during the start of the pandemic and then quickly removed them in response to noisy opposition. The issue with this approach of course is it does rather leave the borough stuck trying to deliver anything on climate and roads transport. If Sutton is serious about climate, make the borough default 20mph tomorrow, start rolling out cycle parking and car parking charges – all three of these approaches are at some of the lowest levels in London in Sutton. And really, if you can't manage all of those, let alone any at speed, it doesn't look like you're taking the 'emergency' in your 'climate emergency declaration' very seriously.

## CLIMATE COMMITMENTS

- Council operations net zero by 2030

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

No commitment.

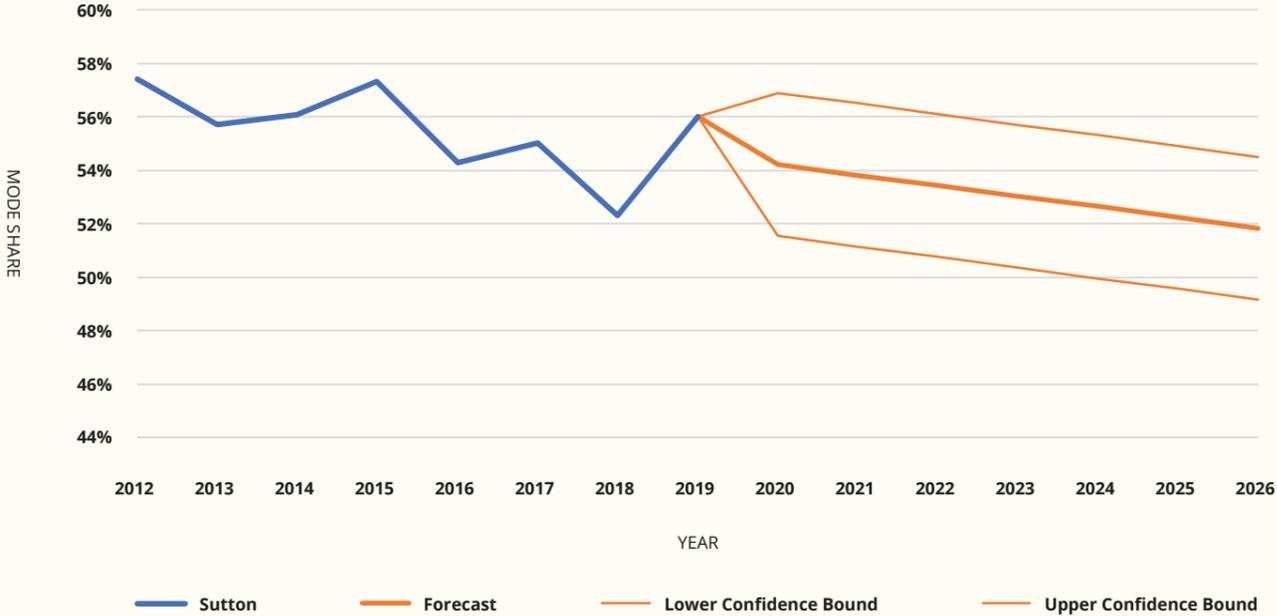
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
Town centres	1 cycle-friendly, town centre per year, including using bus 'gates', until 2026.	No substantive action.
Cycle routes	High-quality routes, including protected cycle tracks, prioritising routes to schools and junction treatments.	No substantive action.
Low Traffic Neighbourhoods	3 per year, including Controlled Parking Zones also.	2 LTNs removed in 2021, no further ones progressing.
School Streets	All schools by 2026.	10 School Streets operational.
20mph	Borough-wide.	Some schemes moving forward, but no borough-wide default.
Freight, last mile	Freight consolidation, last mile hubs to help reduce freight motor traffic by 10% by 2026.	No substantive action.
Shared mobility	All homes less than 600m from a shared mobility hub, pilot 3 hubs in an LTN.	eBike and car club hire schemes operating in borough.

**NET ZERO PROGRESS**

Sutton’s mode share of private motor traffic does appear to be on a slow downward trend, but in 2019 it was still 56% of all journeys done in the borough. That is far too high, particularly for a borough that says it recognises man-made climate change is an “emergency”.

**PRIVATE MOTOR VEHICLE MODE SHARE IN SUTTON**



# Waltham Forest

## LCC RECOMMENDATION

Waltham Forest remains one of the standout stars of delivery on active travel and decarbonisation. The rapidly declining mode share of private motor vehicles in the borough shows that its approach is delivering – and it's now the outer London borough with the lowest mode share for private motor vehicles, and may well have overtaken inner London boroughs by now. Politicians in Waltham Forest have had to front out opposition from some quarters to deliver and continue to deliver schemes, but for most residents, the approach is widely accepted south of the north circular. Next, the council has to find more ways to deliver in the areas north of the north circular, where car ownership levels are higher, and find opportunities to deliver junction improvements for safety and Low Traffic Neighbourhoods again. But really, Waltham Forest is one of the few councils where the primary recommendation LCC has is 'keep doing what you are doing – and thank you'.

## CLIMATE COMMITMENTS

- Council operations net zero by 2030
- Borough net zero by 2030

## CLIMATE SAFE STREETS CAMPAIGN COMMITMENT

Pledged to all asks, council leader Councillor Grace Williams said: "The LCC commitments continue to build on our pioneering leadership and work over nearly 10 years which has already delivered so much towards 'Climate Safe Streets'."

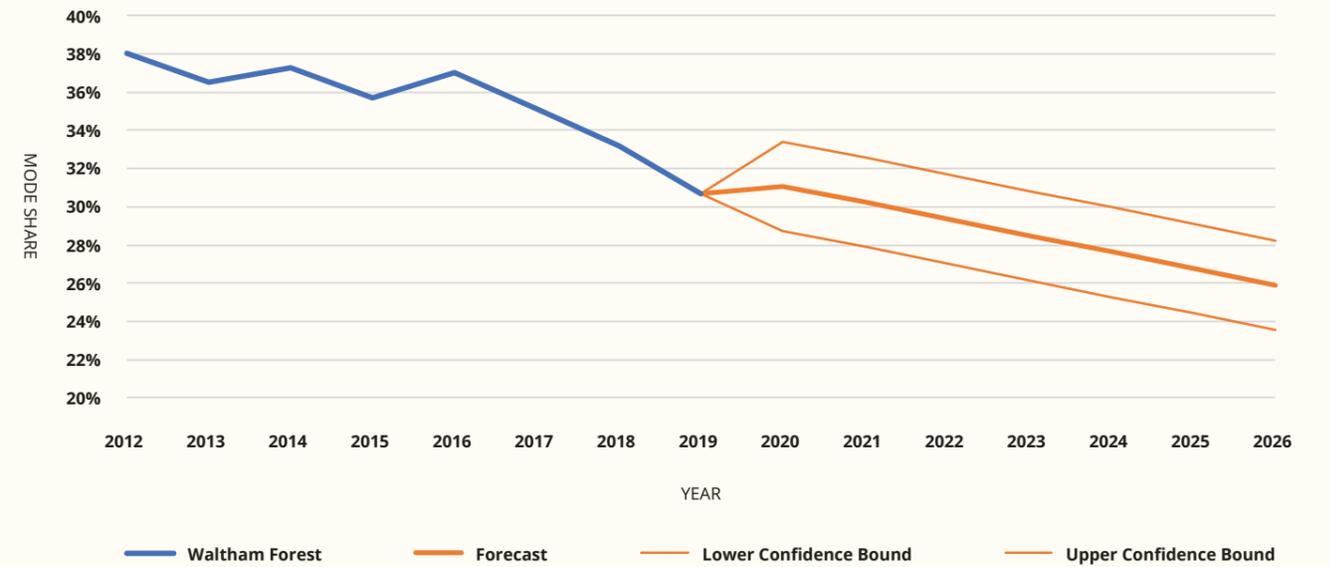
## CLIMATE SAFE STREETS DELIVERY

TYPE	CAMPAIGN ASKS	BOROUGH ACTION
<b>Cycle routes</b>	All priority routes from TfL's Strategic Cycling Analysis built to high quality including routes between Stratford and Chingford, Whipps Cross and Stratford via Leytonstone and Blackhorse Road and Stratford.	Sections of numerous routes continue to roll out including Leytonstone High Road, more planned e.g. Forest Road upgrade to Waterworks. Cycle tracks and quiet routes via crossings from LTN to LTN etc.
<b>Low Traffic Neighbourhoods</b>	Including Higham Hill / Lloyd Park, Forest Ward, Leytonstone West, Upper Walthamstow, Chapel End.	Individual modal filters and 'mini-LTN' schemes moving forward, engagement in Higham Hill and Lloyd Park complete, LTNs also delivered with Newham across borough boundary. Also School Streets rollout ongoing.
<b>Dangerous Junctions</b>	Improve 5 of most dangerous. Provide pedestrian signals at all arms of signalised junctions.	Leytonstone High Road scheme includes 'Cycle Circulating Stage' junction at Gainsborough Road. Further work on junctions with high collision rates ongoing.
<b>Freight, last mile</b>	Use freight consolidation, last mile hubs and eCargo bikes to increase "low carbon freight mileage" 25% per year.	Council pre-election already had hub and "zero-emission delivery service" running in partnership.
<b>Shared mobility</b>	All homes and workplaces less than 300m from electric car club bay, expand cargo bike loan scheme, roll out cycle hire.	Electric car club rollout continues, as does cargo bike and now trailer loan scheme. No substantive action on dockless eBike / eScooter hire.
<b>Car parking</b>	Roll out Controlled Parking Zones, reduce pavement parking by 5 percent per year.	CPZ and electric bay rollout continues.
<b>Cycle parking</b>	Roll out.	Rapid rollout continues with council announcing 500 more hangars in December, and 'hubs' at stations.
<b>Other activities</b>	N/A	20mph rollout into north of borough ongoing. Bus priority & accessibility work ongoing.

### NET ZERO PROGRESS

The good news is that moving from nearly 40% of journeys being done by private motor vehicles to 30 is a significant decrease over basically 10 years. It's perhaps not too surprising given Waltham Forest's reputation for action on active travel etc. But the predicted trajectory could well mean an outer London borough beating inner London boroughs on mode share comes sooner rather than later (according to the [Healthy Streets Scorecard](#), using 2019-2021 data, Waltham Forest had the highest 'sustainable' mode share of any outer London borough, and there's only 2% mode share between it and the worst-performing inner London borough).

### PRIVATE MOTOR VEHICLE MODE SHARE IN WALTHAM FOREST



# About the London Cycling Campaign

LCC was born out of the environmental movement in 1978. With 20,000 members and supporters we are one of the largest urban cycling campaigns in the world.

We mobilise public pressure for action by politicians to create a greener, healthier, more inclusive and happier capital, by making London's streets safe enough for everyone to cycle for their everyday journeys.

We've been instrumental in changing the policies of past and present London Mayors to adopt a high quality, Dutch style approach to cycling infrastructure and traffic restraint; and our volunteer groups, of which we have one in nearly every borough, have won better provision for cycling by many councils.

Plus, this approach to cycling has now been taken up by central government and is being rolled out across the country.

And as well as campaigning, we run grassroots projects to help people take up cycling (or cycle more), and to diversify those cycling, working collaboratively with councils and businesses and community groups.

Our work, especially over the last decade, has seen a big rise in safer cycling infrastructure. But we need to achieve even greater and faster success, especially as London is rightly aiming to be a net zero carbon city by 2030. We will continue to grow our capabilities and impact until cycling is the natural choice for all Londoners for their everyday journeys.

To find out about how you can work with or support LCC, please email [info@lcc.org.uk](mailto:info@lcc.org.uk).