



Climate Emergency Policies: Transport & Active Travel

“Walking our carbon neutral talk”

Transport is a major source of carbon emissions and the one sector where emissions have failed to decline over the past 30 years, so fast tracking investment in a modal shift to walking (the most sustainable travel mode) and away from private motor vehicle use is a fundamental to making big reductions in the capital’s carbon footprint.

London Living Streets calls on the Mayor to demonstrate that London is leading on mitigating the multiple threats to the planet’s ecosystem and ability to support life, and embark on an ambitious programme which includes the measures listed below.

Although the lead in this area needs to come from the GLA and TfL, significant contributions are possible from the boroughs. [Those interventions where boroughs can make significant contributions are highlighted in blue.](#)

1. Encouraging Active Travel: Walking, Cycling and Public Transport

- Accelerate the Walking action plan: 1m additional walking trips a day by 2022, & 1.5m by 2025.
- Crossing the road. Using interventions including green man & SCOOT, reduce waiting times and save an additional 30,000 people hours each year from 2020, re-phase all signalised junctions:
 - a. in central London by 2023, and
 - b. within 400m of the 50 busiest transport hubs in outer London by 2025.
- Implement a 100km Central London Walking network by 2025, embodying Healthy Streets principles and priority at junctions for those on foot.
- Ensure every London resident is within 400m of a bus stop with regular services by 2025.
- [Expansion of Low Traffic Neighbourhoods from 20 km² a year in 2020 to 100 km² each year in 2025 \(the surface area of Greater London is 1,569km²\).](#)
- [School Streets scheme or a complete motor vehicle ban for 50% of London schools by 2025, and 100% by 2030.](#)
- [TfL funding to support substantial rollout of monthly play streets with a target of 50 per participating borough by 2022, and 100 by 2025.](#)

2. Safer Streets and Roads

- Delegation of speed limit enforcement and other traffic regulations to local authorities with speed cameras deployed in multiple locations on 30% of A & B roads by 2023, 60% by 2025 and 100% by 2027.
- Mandatory Intelligent Speed Assistance (ISA) for all working vehicles In Greater London by 2025, all other vehicles by 2030.
- Designation of 98% (by length) of London's roads within the M25 as 20mph, with an associated programme of street clutter removal.

3. Greening London's Streets

- Fund at least 100 new parklets per year from 2020, and introduce an incentivised parklets permit scheme with the target of at least one parklet for greening, resting and seating on every London street by 2030.

4. Reducing the Impact of Motor Vehicles

- Introduction of London-wide road user charging with the aim of reducing motor vehicle use by 25% by 2022 and further annual reductions of 15% in following three years to 2025.
- Develop traffic modeling tools which take account of all travel modes including walking, and ensure TfL funded projects genuinely reflect the Mayor's transport hierarchy.
- Freight. Percentage of all central London deliveries by bicycle: 10% 2023, 20% 2025 and 30% 2030.
- Parking. Mandate a London wide rollout of controlled parking zones, lobby for powers to ban free off-street parking.
- Reallocation of kerbside motor vehicle parking to trees and planting with a target of 10% of total London parking by 2025.
- From 2020 all new residential developments within North & South Circular to be car-free.
- Reallocation of 2% of road space per annum from private motor vehicles to walking, cycling & public transport from 2020.

5. Reducing emissions

- Cancel the Silvertown tunnel.
- Block Heathrow and City airport expansion plans.
- Expansion of ULEZ to entire Greater London area by 2023.
- Ban on petrol and diesel vehicles from Central London by 2025, inner London by 2030, outer London by 2035.
- Provide charging and incentives for electric vehicles only as a shared communal service, with equivalent incentives for non-motorised traffic, with facilities off street or on carriageway only (never footway).