

Transport

2030 Objectives, CO2 Target, Actions, Interim Actions

Performance Monitoring

Act No.	Emissions Sector	Borough or Operational (Council) Emissions	2030 Aspirational Objective	Carbon Reduction Target	Areas of Action up to 2030	Interim Actions up to 2025	Measure of Progress	Target	Action Status/ Progress to Date
3.1	Transport Strategy	Borough			Transport Emissions Influence and Lobbying: Identify road transport emissions within RBG's control	<ul style="list-style-type: none"> Develop positioning statement on carbon reduction-internal use only Identify all non-RBG and RBG maintained roads and estimate the emissions arising. Produce analysis on what emissions can be reduced where. Use the analysis to identify where to lobby TfL and the government to take action on their assets and to also provide funding for RBG maintained assets. 	Finalisation of strategy % of transport emissions arising from RBG maintained roads Lobbying opportunities identified and aligned with RBG goals.	1 Study completed and % transport emissions identified No. lobbying requests made	In Progress: Market engaged and decision report drafted Ongoing: (At a minimum) 4 formal lobbying requests to South Eastern and DLR Thamesmead extension have been made to central government.
3.2	Parking	Borough	A 45% reduction in car use in the borough, due to modal shift to public transport and active travel. 51% of all cars in the borough are EV by 2030.	230 kt CO2e/yr, 32% of quantified borough emissions	Kerbside Management Strategy Implementation: Encourage sustainable modal shift	Kerbside Management Policy Framework Action Plan commits to delivery: <ul style="list-style-type: none"> Through changes to parking controls, charges, and conditions By the Royal Borough's ongoing parking enforcement activity Through the Royal Borough's accelerated CPZ programme working towards borough wide coverage by 2030 Improvements to facilities for higher priority users (such as pedestrians and cyclists) that allow us to improve the allocation of kerbside space (such as those funded through the Royal Borough's Local Implementation Programme) By shaping new development in Royal Greenwich 	1st year performance reporting established including: Baseline and annual targets under each committed action in the Kerbside Management Policy Framework	<u>Kerbside Strategy:</u> Mayor's Transport Strategy: 58 ktco2e transport emissions by 2041	Completed: Emissions based parking charges implemented with multiple paid for parking schemes have been put in place. In Progress: Emissions baselining will take place after sufficient annual data gathered.
3.3	Active Travel	Borough			Active Travel Policy Implementation: Increase cycling and Walking	Active Travel Policy Commits to: <ul style="list-style-type: none"> Cycling parking - Increase cycle-parking provision Cycling and walking infrastructure: create new, and improve existing, cycle network and walking routes throughout the borough, including looking for resources to conduct a feasibility assessment for new strategic river crossings suitable for cyclists and pedestrians School Streets continue to be expanded – subject to costs. Prioritisation matrix completed for further identification. 	Active Travel Policy Measures: Cycling: 7 actions performance reporting established, baseline and annual targets. Walking Network: 3 actions performance reporting established, baseline and annual targets. Traffic Management: 2 actions performance reporting established.	300% increase on current levels, 80% of trips by walking, cycling and public transport. 1 Prioritisation Matrix Completed, next priority schools street identified.	Completed: Data collection completed by early 2024 In Progress: Prioritisation Matrix – case study being completed by end of Jan 25. In Progress: Decisions on the continuation of the existing School Streets trial schemes are still to be made

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3.4	Borough Commuting incl. Business Travel	Borough			Business Travel Planning: encourage businesses to implement sustainable travel policies	<ul style="list-style-type: none"> Encourage employers to conduct travel surveys and review transport policies 	<p>% of trips by public transport, walking, cycling amongst participants</p> <p>Fraction of private powered vehicle trips where vehicle has internal combustion engine-</p>	<p>80% of trips by walking, cycling and public transport.</p> <p>reducing share of ICE vehicle trips in remaining 20% of trips.</p>	<p>Started: Collaborating with TfL to analyse traffic data and promote mode shift from car to active travel and public transport for work commuting. Engagement with local businesses in Greenwich to identify opportunities for sustainable delivery interventions.</p>
3.5	Electric Vehicles	Borough	<p>A 45% reduction in car use in the borough, due to modal shift to public transport and active travel</p> <p>51% of all cars in the borough are EV by 2030</p>	<p>230kt CO2e/yr,</p> <p>32% of quantified emissions from the borough</p>	Electric Vehicle Policy Implementation: Increase EV ownership numbers	<p>Electric Vehicle Policy Action Plan commits to:</p> <ul style="list-style-type: none"> Overall facilitator of borough's EV transition to minimise transport based emissions Build or facilitate equitable public charging network Investigate feasibility of electric charging / options appraisal Appraise securing an EV main partner Consistent policy and regulatory reviews Lead by example and electrify own fleet Provide an enabling policy environment to allow for residential charge point uptake – appraise gully charging arrangements EV charging from home supplies: Explore options for safely charging on-street from domestic power supplies. We will evaluate existing trial schemes, such as gullies for charging cables, their role and feasibility for trial in Royal Greenwich. 	<ul style="list-style-type: none"> The charging network in the Borough is efficient and is developed in a timely manner The uptake of electric vehicles is predominantly by key user groups in the Borough and does not undermine the modal shift to walking, cycling and public transport An equitable charging network that is accessible for all residents in the Borough A charging network which is accessible for all user groups and does not inhibit pedestrian movement. Charging point applications are reviewed at pace and regulations are enforced. A successful communications campaign which encourages behaviour change and the transition to electric vehicles 	<p>Public charge points:</p> <ul style="list-style-type: none"> 200 installed per year. 1,235 - 2,735 by 2030 <p>Home Charge Supplies:</p> <p>TBC. Trials on existing technologies evaluated.</p>	<p>Ongoing: Current borough charge point total: 257 with additional 200 new chargers expected to be installed by end of FY.</p> <ul style="list-style-type: none"> Formal review of Strategy in 2025 Internal procurement ongoing Est. 3000 LEVs registered in the borough LEVI funding with Lewisham is under appraisal.
3.6	Transport	Operational	RBG fleet is ZEV by 2030	2.2 ktCO2e / yr	ZEV fleet by 2030	<ul style="list-style-type: none"> Obtain consultants to develop delivery plan for depot fleet electrification, along with other ancillary investment required in Birchmere depot. Use of low carbon (well-to-wheel) fuels in the interim to electrification 	<p>CO2 savings from reduction in fuel use</p> <p>% ZEV vehicles</p>	100% ZEV vehicles by 2030	Ongoing: 5.5% of Fleet is EV

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3.7	Sustainable/Green Infrastructure	Borough	Greenwich's transport network will be resilient to climate change and future trends and uncertainties.	N/A - Enabling	Highways infrastructure: Sustainability and Resilience	<p><u>Transport Strategy commits to:</u></p> <ul style="list-style-type: none"> Working with the London Climate Change Partnership's Transport Adaptation Sector Group to ensure our street network and transport system works during extreme weather events. Working with local NHS, local businesses and communities around messaging on travel, to ensure they reinforce our Transport Strategy and Carbon Neutral Plan. Support sustainable asset management: alignment of asset management practices with climate adaptation requirements. 	<ul style="list-style-type: none"> Draft flood risk management plan Ensure aligns with local planning documents (SPD, Local Plan) Flood and heat map risk analysis Carbon impact analysis Financial impact analysis Develop business case, If viable: Trial technologies including Sustainable Underground Drainage (SUDs, tree canopy cover etc.) 	Green Infrastructure and Adaptation Report with recommendations established	<p>In Progress: Strategies/Plan Updates to:</p> <ul style="list-style-type: none"> Surface Water Management Plan Flood Risk Strategy Sched. 9 – SUDs development in local planning guidance. Highways Infrastructure Asset Management Plan – incl. whole life assessment
3.8	Staff Travel incl. Business	Operational	RBG staff use zero/low carbon transportation when commuting and when conducting Council business	0.3 ktco2e	Staff travel: RBG staff use zero/low carbon transportation when commuting and when conducting Council business	<ul style="list-style-type: none"> Information gathering exercise to estimate commuting emission Calculate business travel emissions using internal data Investigate staff parking policy arrangements Market research other local authorities Implement travel policy review's findings to encourage low/zero carbon travel 	<ul style="list-style-type: none"> Survey released to staff Emissions calculated Market research conducted 	<ul style="list-style-type: none"> Evidence carbon reductions through policy and behaviour change. CO2 target TBC. 	<p>Completed: Staff survey on travel/commuting arrangements:</p> <ul style="list-style-type: none"> 54% of staff commute via low carbon/public transport. 42% commute via car 4% car share <p>Completed: est. 0.3 ktco2e commuting emissions</p>