

Transport									
2030 Objectives, CO2 Target, Actions, Interim Actions							Performance Monitoring		
Action 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	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.	220 kt CO2e/yr, 30% of quantified borough emissions	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 % transport emissions identified No. lobbying requests made	Not Started
3.2	Parking	Borough			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	Kerbside Strategy: Mayor's Transport Strategy: 58 ktco2e transport emissions by 2041	Completed Emissions based parking charges implemented
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.	Started 11 current school streets (7 temporary and 4 permanent) be made permanent with ANPR enforcement Prioritisation Matrix – Early 2024 Ongoing Data collection completed by early 2024

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3.4	Staff Travel incl. Business	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>	Not Started.
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>220kt CO2e/yr,</p> <p>30% 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</p> <p>Formal review of Strategy in 2025</p> <p>Est. 3000 LEVs registered in the borough</p> <p>Borough Charging point total: 257</p>
3.6	Transport	Operational	RBG fleet is ZEV by 2030	2.4 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	<p>Ongoing</p> <p>5.5% of Fleet is EV</p> <p>Interim targets require consultancy feedback.</p>

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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>Transport Strategy commits to:</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	Not Started
3.8	Staff Travel incl. Business	Operational	RBG staff use zero/low carbon transportation when commuting and when conducting Council business	TBC.	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. 	Not Started

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