



GREENWICH CYCLISTS: CLIMATE SAFE STREETS CAMPAIGN

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

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

GREENWICH AND THE CLIMATE

Royal Borough of Greenwich Council (RBG) declared a climate emergency in 2019 and has pledged to cut the number of cars on the [borough's streets by 45% by 2030](#). In the recently adopted [carbon neutral plan for 2021-2030](#), RBG states that transport generated 31% of emissions in the borough. RBG has set an ambition to achieve the above target by reducing car parking spaces; improving and [creating new cycling and walking routes](#); encouraging a modal shift away from driving towards walking, cycling and public transport; rapidly increasing the uptake of zero-emissions vehicles; and encouraging efficient freight activity.

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

GREENWICH CYCLISTS' ASKS

1. Commit to annual targets towards achieving the 45% cut in vehicle numbers by 2030

- Commit to reducing the number of vehicles on the borough's streets by 6% a year until 2030. As part of this, publish an annual report detailing clear steps that will be taken to meet the 6% target – e.g. restricting access to certain roads to local borough residents only, building protected cycle lanes, making streets one way, putting in bus gates – with clearly defined success criteria

- Move the Greenwich town centre plan, consulted on and approved by borough residents in 2019, to the detailed design phase by the end of 2022
- Hold robust, meaningful and transparent consultations on all traffic-reduction schemes, clearly explaining the benefits of these to residents – who can suggest improvements – and why they are essential to meeting carbon-neutral targets¹
- Empower and enable residents to hold regular street closures for inclusive family-friendly and community events such as parties over the Queen’s jubilee weekend and playstreets over the summer

2. Create streets that are safe and attractive for active travel

- Implement a borough-wide 20mph speed limit by the end of 2023 in line with the Healthy Streets Scorecard
- Improve accessibility and inclusion of the public realm by widening footways and removing unnecessary pavement clutter on all major roads with significant pedestrian footfall
- Ensure all junctions with high traffic volumes have pedestrian signal phases and for cycles, separated space or movement from motor traffic by 2026
- Identify and construct a network of continuous, protected, safe, well-lit and accessible cross-borough cycling routes² by 2025³

3. Bring in a borough-wide network of healthy school streets

- Implement healthy school streets⁴ covering all schools in the borough by 2026
- Prioritise implementing LTNs on secondary school travel routes and devise a plan to keep all students safe on their journeys to school by 2024, using a combination of school streets, LTNs, parking restrictions and cycle buses

¹ All schemes should be thoroughly engaged and consulted on with a wide and ideally representative range of residents, following statutory DfT guidance “Traffic Management Act 2004: network management to support recovery from COVID-19” (<https://trimurl.co/3QN0qj>). The aim of such consultation and engagement should not be to create referendums on individual schemes, nor should they be treated as such but using guides such as Urban Movement & LCC’s “How To Talk To People About The Future Of Their Streets” (<https://trimurl.co/gL7x4H>) but to deliver schemes, based on current policy and good evidence, that are improved and made more inclusive by further in-depth engagement and consultation with residents.

² <https://www.royalgreenwich.gov.uk/info/200259/transport-and-travel/2234/streetspace-programme/3>

³ At completion this network should consist of a comprehensive, high-quality network of cycling routes using main road cycle tracks and quiet side streets so that 100% of Greenwich residents live within 800m of a high-quality cycle route and 70% within 400m

⁴ <https://www.royalgreenwich.gov.uk/info/200259/transport-and-travel/2234/streetspace-programme/4>

4. Reduce vehicle emissions and reallocate road space

- Ensure all commercial car hire schemes⁵ in the borough, including Enterprise Car Club and Zipcar, transition their fleet to zero-emissions vehicles by 2025, along the lines of the Greenwich and the Peninsula scheme⁶
- Introduce car-parking charges across the borough based on emissions, with discounts for zero-emissions vehicles, by 2024
- Introduce a fast-track residents' application scheme for cycle hangars under which it will never be cheaper to park a car than a bicycle by 2024
- Strictly enforce pavement parking fines and reallocate parking spaces to cycle hangars, non-standard cycle parking, and carbon capture and storage solutions along the lines of Old Woolwich Road/Hoskins Street, by 202
- Introduce parklets on 75% of the borough's streets for walkability, carbon capture and flood resilience, in line with Living Streets guidance⁷, by 2025
- Implement policies to support the Mayor of London's ambition to achieve net zero by 2030⁸

5. Promote e-bikes and zero-carbon deliveries

- Restart and extend across the borough the e-bike hire scheme⁹, announced in January 2020 and subsequently paused due to Covid-19, by the end of 2022
- Introduce supplementary rental schemes by 2023 to enable residents and businesses to make the modal shift to cargo bikes, e-cargo bikes¹⁰ or trailers
- Petition Transport for London to extend the Santander Cycles scheme to Greenwich¹¹ OR commit to introducing a cycle-hire trial scheme in partnership with a private company by 2024
- Work with businesses to develop a network of 'last-mile' delivery services using cycle freight, creating hubs at disused warehouses, car parks and industrial units, to reduce the number of commercial vehicles on the borough's streets by 2026

[lcc.org.uk/greenwich](https://www.lcc.org.uk/greenwich)

⁵ <https://www.royalgreenwich.gov.uk/info/200259/transport-and-travel/90/car-club-car-sharing-scheme>

⁶ <https://www.royalgreenwich.gov.uk/news/article/1241/electric-car-club-launches-in-royal-greenwich>

⁷ <https://www.livingstreets.org.uk/about-us/our-work-in-action/campaigning-for-parklets>

⁸ <https://www.london.gov.uk/press-releases/mayoral/mayor-announces-bold-plans-for-a-greener-london>

⁹ <https://www.royalgreenwich.gov.uk/info/200258/parking-transport-and-streets/2091/e-z-cycle-electric-bike-loan-scheme>

¹⁰ <https://www.royalgreenwich.gov.uk/news/article/1245/electric-cargo-bike-takes-charge>

¹¹ <https://www.london.gov.uk/questions/2015/3269>