Appendix 2

Sustainability Report, Quarter 2 2025/26 (22 June – 13 September 2025)

Contents

1. Measures used in this report

How we monitor and record our progress

Throughout this report, we use different metrics to analyse the performance of each mode of transport to ensure we have a suitable comparison and can clearly monitor progress and performance. This page provides an overview of these key measures.

CO_2e emissions from TfL operations and buildings

This metric measures the level of emissions across the whole of our operations – burning fuel (Buses, our support vehicles, gas, etc) and our electricity use (our buildings, London Underground (LU), Rail, street lighting, etc). Our targets are typically benchmarked from the previous year for energy usage, and for Buses, targets align to our zero-emission bus rollout. Our in-year scorecard targets do not currently fully account for all emissions produced by Woolwich Ferry. Once we have assured the reporting processes, we are looking to incorporate into future target setting cycles.

Green milestone delivery

This measure is a list of delivery milestones, which each have an assigned delivery date within the 2025/26 financial year. They will cover the delivery of Green (or carbon-specific) activities that involve all teams across TfL and focus on the delivery of key operational, investment activities and work underway in planning stages.

2. Our scorecard

Our role is to enable London to move safely and sustainably, in line with the goals of the Mayor's Transport Strategy (MTS). This includes increasing the attractiveness of public transport and making cycling and walking safer, easier and more convenient. Central policies of the MTS are delivering a good public and transport experience.

The table below sets out the relevant quarterly scorecard metrics, accompanying targets and actual performance.

For operational areas not included on the scorecard, we have included the metric used at an operating business level to provide appropriate insight.

Measure	2025/26 Year to date actual	2025/26 Year to date target	2025/26 Full-year forecast	2025/26 Full-year target
Sustainability				
CO_2 emissions from TfL operations and buildings (ktonnes CO_2e)	311	342	709	740
Green milestone delivery (%)	50	30	80	70

CO_2 Emission scorecard measure

CO_2 emissions are calculated from the energy and fuel consumption from TfL Operations, including fleet, trains and buildings. We report carbon emissions on a quarterly basis, one period in arrears. We calculate CO_2 emissions by converting energy consumption (by fuel type) using carbon conversion factors provided annually by the UK Government.

We remain on track to achieve our targeted reduction in carbon emissions in 2025/26. Our carbon emissions in Quarter 2 were lower than forecast. Consumption reported from Elizabeth line was lower than expected and zero-emission buses continue to contribute to our carbon reduction. Consumption from head offices was also reported as lower for this period, this was expected due to the seasonal contributing factors and less gas being required to heat our buildings.

Green Milestones scorecard measure

For financial year 2025/26 we have set 10 Green Milestones for our scorecard. At the close of Quarter 2, we remain on track to achieve our target of eight out of 10 milestones. Of these 10 milestones, two are completed, including the addition of further 13 hectares of wildflower verges on our road network, and commencing a five-year delivery programme towards 100 per cent LED lighting.

3. Sustainability

Air Quality

Non-exhaust emissions (NEE) in road transport

As part of our actions from the Study on Non-Exhaust Emissions in Road Transport published in May 2025, and to deliver Action 13 of the Taxi and Private Hire Action Plan 2025, we are progressing work to raise awareness of NEEs and reduce their impact.

We are developing guidance for taxi and private hire drivers to support understanding of NEEs, particularly those arising from brake, tyre and road wear. This will include practical steps to reduce emissions and support cleaner operations. We are also reviewing driver training under the Fleet Operator Recognition Scheme to help fleet operators and drivers reduce their NEEs.

The study found that brake wear is the largest contributor to NEEs in urban areas, with regenerative braking in electric vehicles offering significant reductions. Tyre wear is the second-largest source and contributes to microplastic pollution, with most particles settling in road dust and water systems. NEEs are more prevalent in urban environments due to frequent acceleration and braking, and tend to increase with warmer temperatures. Heavier vehicles produce more tyre wear, while road wear emissions, though harder to quantify, can be mitigated through well-maintained infrastructure. The study highlights the importance of a multi-level policy approach, with modal shift to public transport identified as the most effective strategy to reduce NEEs.

Air quality on the London Underground

We are continuing our collaborative trial to develop affordable air quality sensors for the LU, working with RATP (Paris), Imperial College London and three tech suppliers, with funding support from the European Institute of Technology Urban Mobility.

In August, we completed the first phase of the trial which involved sensor installations at Baker Street and Tottenham Court Road stations, as well as two stations in Paris. The sensors have now been removed from the London stations but will remain in Paris until December. The data collected from the first phase of the trial has been used to calibrate and adapt the sensors, aiming to improve their performance and reliability in underground conditions.

The second phase, which will run through autumn, will involve installing sensors in at least one LU station, where the sensor will be fixed onto station walls to assess long-term reliability and suitability for permanent use.

Zero-emission buses

Our bus fleet continues to transition to zero-emission vehicles at pace. there are now over, 2,600 zero-emission buses within our operational bus fleet, meaning that more than a quarter of the entire bus fleet is now zero-emission.

Transitioning our fleet vehicles is central to our plans to tackle the climate emergency. Alongside improvements in air quality, we are already able to see a reduction in our operational carbon emissions as a result of reducing the number of buses that rely on fossil fuels on our roads.

Transitioning the full fleet is expected to save around five million tonnes of carbon over the next 20 years. London's bus network remains the largest in Western Europe, with approximately one in every four buses now zero-emission, the fleet is among the greenest globally, delivering lower CO_2 emissions per passenger kilometre than cities such as New York and Vancouver.

TfL's investment in zero-emission technology for our bus fleet is also contributing to a greener economy, supporting around 3,000 skilled jobs in the UK manufacturing sector in hubs across the UK, including Ballymena, Falkirk and Scarborough.

Electric vehicle (EV) charging infrastructure

We are supporting wider London with the transition to lower emitting vehicles by expanding EV charging infrastructure across the city. In August, construction began on 12 ultra-rapid EV charging bays at Hatton Cross station, with public opening in the coming weeks and a launch event planned for early 2026. The hub will be entirely powered by certified renewable energy, supporting our shift to electric mobility and the Mayor's sustainability objectives. This hub is the first site of the Places for London and Fastned joint venture.

There are four additional hubs progressing through the design and planning stages in Hillingdon, Newham, Haringey, and Ealing, with the potential of adding up to 66 additional charging bays.

We have also recently updated our EV Infrastructure Strategy, reviewing wider policy and technology changes since December 2021 that have impacted EV take up and public charging infrastructure delivery. It presents our progress against our 2021 strategy commitments, and considers ongoing barriers to delivery and EV transition, proposing new commitments to address these.

London now has over 27,000 electric vehicle charging points, which has increased significantly from 9,000 in December 2021, demonstrating rapid progress in this area. This is around a third of the UK's provision. More than 1,500 of these points offer rapid or ultra rapid charging.

Building on this, a tender to deliver further sites closed on 5 August. It forms part of our EV Infrastructure Delivery Programme, which will further expand London's charging network. The successful bidder will be announced in early 2026.

Climate Change Mitigation

Solar private wire

We are continuing to make significant progress toward our commitment to source 100 per cent of our electricity from renewable sources by 2030. Our Solar Private Wire project will connect locally generated solar power directly into the LU power network, bypassing the National Grid.

We have now completed the negotiation and dialogue phase of the procurement process and received final tender submissions. We expect to award the contract and appoint a delivery partner in early 2026. Once delivered, this will be one of the first direct renewable energy connections into a major transport network in the UK.

In parallel, we are expanding our renewable energy sourcing through corporate Power Purchase Agreements (PPAs). In June 2025, we signed our first PPA with EDF Renewables, securing a long-term supply of clean solar energy via the National Grid. We are now preparing for our second PPA procurement tranche, which we expect to launch in spring 2026.

Building decarbonisation: Zero Carbon Accelerator

In June, we secured approval for support through the Zero Carbon Accelerator framework, a Greater London Authority-funded initiative that provides free technical assistance to London-based organisations working to decarbonise their operations. The programme offers access to expert advice, training, knowledge sharing, and financial guidance.

Since July, we have been working with our delivery partner Mott MacDonald to advance our understanding of energy efficiency and energy management across our operational estate. Their support has enabled us to assess and prioritise interventions across a wide range of building types, helping us identify where improvements will have the greatest impact.

We will use the tools and methodologies developed through this partnership to guide the effective delivery of energy-saving measures over the course of our next business plan, supporting our broader carbon reduction goals.

The Green Plant Academy

During London Climate Action Week in June, we supported the launch of the Green Plant Academy, a new industry-led training initiative delivered in partnership by Places for London, The Skills Centre and the Earls Court Development Company. The Academy is backed by a wide range of industry partners including Construction Industry Training Board (CITB), Sunbelt Rentals, JCB, L Lynch, National Open College Network and FM Conway.

The Academy responds to a critical skills shortage in the UK construction sector, with CITB forecasting a need for an additional 251,500 workers by 2028. With thousands of new homes planned across London, Places for London has identified a specific need for 6,200 plant operatives by 2027.

The Academy specialises in training on zero-emission equipment, supporting the transition to low-carbon construction practices and helping to address the climate emergency. It will promote best practice in the use of emerging green technologies and provide fully funded, industry-recognised qualifications to Londoners.

Climate Change Adaptation

Flood ready partnership

We are a founding member of the Flood Ready Partnership, which includes the Environment Agency, London Councils, London Fire Brigade, Thames Water, and the Mayor. Together, we have secured £3m in funding over two years to support the implementation of the London Surface Water Strategy, a collaborative initiative aimed at improving flood resilience across the capital.

The strategy responds to the increasing threat of surface water flooding, which has already caused significant disruption to transport services and communities. Implementation began in May, focusing on two pilot catchment areas: Central London and the Lee Valley. These areas will enable targeted interventions in high-risk locations and help refine scalable approaches for future rollout across the remaining catchments.

As part of our contribution, we have mobilised £500,000 in funding, alongside the Mayor and Thames Water, to support the delivery of sustainable drainage systems. These systems help manage surface water runoff, reduce flood risk, and improve infrastructure resilience.

This work reflects our continued leadership in climate adaptation and our commitment to delivering practical solutions that protect Londoners and support a greener, more resilient transport network.

Clean and Healthy Waterways

Following the Mayor's Clean and Healthy Waterways roundtable, TfL is now a core member of two of the four established working groups: Water Quality and Accessibility. The aim of these groups is to develop an action plan for London to address the main sources of water pollution and increase public access to, and enjoyment of, London's waterways.

As part of our contribution to this initiative, TfL is informing the development of the action plan, as well as continuing to take action to:

(a) better understand where to prioritise interventions and monitor their efficacy;

(b) deliver sustainable drainage systems on our own estate, as well as across London as a whole through our work with the Flood Ready London partnership and Local Implementation Plan funding;

(c) work to improve the TfL Road Network cleaning and maintenance; and

(d) improve waterway accessibility and wayfinding.

The action plan is due to be published at the end of this financial year.

Green Infrastructure and Biodiversity

Habitat bank feasibility study

In July, we initiated a feasibility study to assess the potential for establishing a habitat bank, aiming to meet our Biodiversity Net Gain obligations under the Environment Act 2021. This approach would allow us to deliver biodiversity enhancements off-site, where on-site mitigation is not possible, supporting compliance with the statutory requirement for a 10 per cent net gain in biodiversity for projects going through the planning system.

The habitat bank model would enable us to create, enhance and manage ecological assets across London, contributing to our wider environmental goals as set out in the Green Infrastructure and Biodiversity Plan. The study is examining long-term management and monitoring needs, cost implications, and opportunities to align with London's Local Nature Recovery Strategy. It also considers potential partnerships with boroughs, conservation organisations, and landowners.

Our estate spans over 3,700 hectares, with approximately one-third comprising green infrastructure. This presents a significant opportunity to leverage our land to deliver measurable biodiversity benefits while fulfilling planning requirements and legal obligations. The project reflects our commitment to integrating nature-based solutions into our planning and operations, and to enhancing London's ecological resilience through strategic land use.

Sustainable Resources

Department for Transport (DfT) Supply Chain Sustainability Forum

In November 2024, the DfT held its Sustainability Forum, bringing together transport infrastructure organisations from across the UK to promote collaboration and share best practices in sustainable procurement, with a particular focus on environmental sustainability. The forum provides a platform for knowledge exchange and facilitates dialogue between the DfT and its strategic suppliers on client-led sustainability approaches.

In July 2025, we contributed to a sector-wide gap analysis led by the forum, alongside partners such as Network Rail and National Highways. The analysis reviewed current sustainable procurement practices, including the use of tender questions, contractual clauses related to carbon and climate resilience, and key performance indicators. The findings highlighted varying levels of maturity across organisations, identifying both strengths and areas for improvement.

Our next steps will involve continued engagement with the DfT Sustainability Forum to address the gaps identified and explore opportunities for collaboration. We will work closely with other major transport bodies and suppliers to promote and embed more consistent and effective sustainable procurement practices across the sector, supporting the delivery of improved environmental outcomes.

Make It Happen

Green Knowledge Programme

Our Green Knowledge programme continues to build environmental awareness and capability across the organisation. Since its launch in 2022, more than 6,700 colleagues have completed our Carbon Literacy training.

On 1 July, we launched a full-day, in-person training course focused on Climate Adaptation, Green Infrastructure and Biodiversity. This course explores the impacts of extreme weather and climate change on our network and estate, covering topics such as climate risk, biodiversity loss, and nature-based solutions. It also outlines our strategic approach, obligations and risks, and equips colleagues to apply these insights to their work, particularly in schemes and major projects.

On 3 July, we introduced our Operational Environmental Awareness training, a three-hour, in-person course designed for frontline operational colleagues. Delivered on-site at locations such as depots and stations, the training is structured around the core themes of our Corporate Environment Plan. Sessions are interactive and encourage practical action, supporting colleagues to contribute meaningfully to our environmental goals while ensuring compliance with legislation and best practice.

These training programmes are helping to build a shared understanding of environmental best practice across the organisation and strengthen our collective ability to deliver on our sustainability commitments.