

Transport

Transport is one of the biggest contributors of greenhouse gas emissions in the UK. This section covers the main enabling actions councils can take to reduce car use and encourage more sustainable transport within their area. Most of the questions in transport only apply to councils that are “transport authorities”, which have the powers over the transport network in their area. In the UK these councils are county councils, all single-tier authorities and the English Mayoral authorities.

2025 average score and 2023 comparison¹

by council type

26% Single Tier ▲ 4

15% District ▲ 6

20% County ▲ 2

11% Northern Ireland ▲ 4

38% Combined Authority ▼ 3

While average scores have increased for most council types, with the improvement most noticeably seen in EV charging infrastructure, UK local authorities² are continuing to lag behind on the decarbonisation of transport, with slow improvements seen in electric vehicles in council fleet, bus ridership, active travel infrastructure and shared mobility schemes.

LEADING THE WAY



72% ▲ 40 versus 2023

of councils³ have 60 or more public EV chargers across their area⁴



66% ▲ 7 versus 2023

of transport authorities have low-emission buses in their area⁵



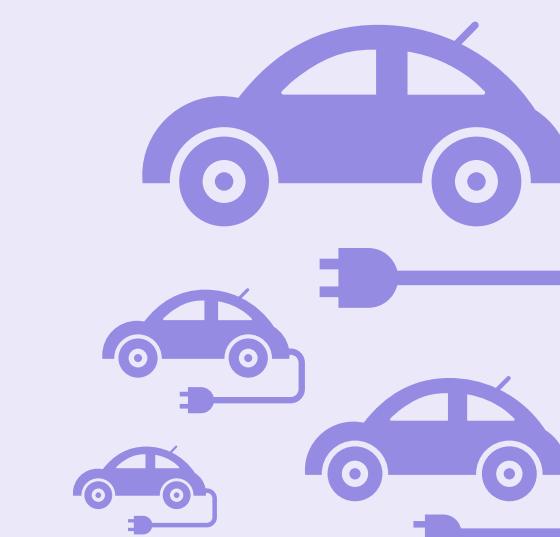
4 mayoral authorities⁶ have 10% of their bus fleet as electric⁷

STALLED ACTION



56%

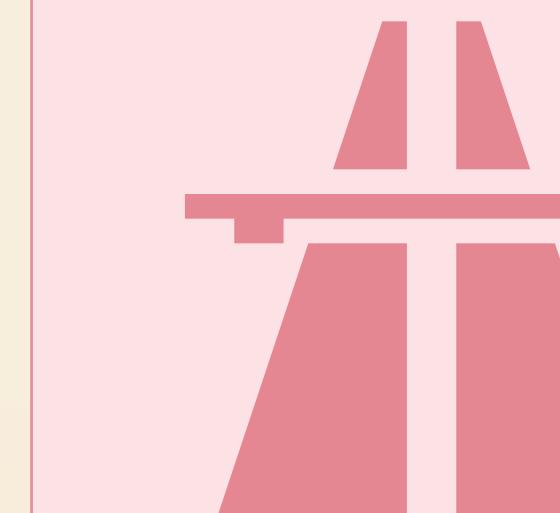
of transport authorities have 20mph as the default speed limit⁸



27% ▲ 7 versus 2023

of local authorities² have 10% or more of their council fleet as electric vehicles but only 3% have 50% or more⁹

DRIVING THE CLIMATE CRISIS



23% ▽ 2 versus 2023

of local authorities have expanded airports or their road networks¹⁰



0 No change versus 2023

English transport authorities received the highest capability rating by Active Travel England¹¹



12 ▲ 1 councils compared to 2023

English transport authorities outside of London have high bus ridership¹²



AIR QUALITY

90%

of local authorities in Britain have high PM2.5 levels in 25% or more of their area¹³

52%

of local authorities in Britain have high NO2 levels in 25% or more of their area¹³

(1) Average scores here: https://councilclimatescorecards.uk/sections/s2_tran/ • (2) “local authorities” excludes combined authorities • (3) “councils” include all 392 UK local and combined authorities assessed in the 2023 Council Climate Action Scorecards • (4) See here: https://councilclimatescorecards.uk/2025/question/s2_tran_q10/ • (5) We defined low-emission buses as those that are hybrid, electric or hydrogen powered. See here: https://councilclimatescorecards.uk/2025/question/s2_tran_q8a/ • (6) ‘Mayoral Authorities’ include combined authorities and the Greater London Authority • (7) See here: https://councilclimatescorecards.uk/2025/question/s2_tran_ca_q4c/ • (8) This excludes the combined authorities, but includes the councils in their area if they have 20mph as the default speed limit. https://councilclimatescorecards.uk/2025/question/s2_tran_q4/ • (9) See here: https://councilclimatescorecards.uk/2025/question/s2_tran_q1/ • (10) See here: https://councilclimatescorecards.uk/2025/question/s2_tran_q11/ • (11) See here: https://councilclimatescorecards.uk/2025/question/s2_tran_q6/ • (12) See results here: https://councilclimatescorecards.uk/2025/question/s2_tran_q8b/ • (13) High PM2.5 and NO2 refers to air pollution levels, which break the guidelines set by the World Health Organisation (WHO). See results here: https://councilclimatescorecards.uk/2025/question/s2_tran_q12a/; https://councilclimatescorecards.uk/2025/question/s2_tran_q12b/