

ELIMINATING PAVEMENT PARKING IN LONDON

NOVEMBER 2026

LIVING STREETS

LIVING STREETS GROUP London

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1 EXECUTIVE SUMMARY & RECOMMENDATIONS

EXECUTIVE SUMMARY

Pavement parking obstructs people walking and wheeling, creating physical barriers on our streets. People are forced off the pavement and into the carriageway and flow of traffic. This is dangerous for everyone, but especially for blind and partially sighted people, families with pushchairs and young children, wheelchair users and others who use mobility aids.

Pavement parking damages public infrastructure, as our pavements and verges aren't built to take the weight of motor vehicles. Maintenance and infrastructure repairs are costly, and poor surfaces create trip hazards. Fundamentally, pavement parking puts car parking before pedestrians, contradicting the UK's national transport guidance which established a hierarchy of road users which places those most vulnerable to injury – pedestrians – at the top.

Over 50 years ago, London recognised that pavement parking was becoming a problem and banned it in 1974 under the Greater London (General Purposes) Act. However, the legislation allowed boroughs to exempt streets and many did.

1974

Ban on pavement parking included street exemptions, demonstrating the historically permissive approach to pavement parking.

1990

Permitted Development Rights introduced, which allowed front gardens to be paved without planning permission.

Cars are increasing in number, size and weight



2/3

of inner London households do not have a car. Pavement parking can exacerbate exisiting inequities

London Living Streets Group

London Living Streets Group set out to establish how many streets are exempt from the ban, as well as to challenge boroughs to prohibit pavement parking by removing those exemptions. London boroughs were asked to supply lists of streets where pavement parking is still allowed (streets exempt from the 1974 ban).

4,107 STREETS are exempt from the pavement parking ban, according to Borough data*

225 Lewisham has the most in inner London

575 Redbridge has the most in outer London

*No data was obtained from Newham, Tower Hamlets or Ealing.



Photo of pavement parking and damaged pavements in London

ELIMINATING PAVEMENT PARKING

Pavement parking should be eliminated in most cases, with each street requiring an alternative plan. Where pavement parking sits inside a Controlled Parking Zone (CPZ), that CPZ needs redesigning.

Where parking is not controlled, councils should, at minimum, revoke the exemption and introduce controlled parking, whether or not parking becomes subject to payment or permit. Bays need to be clearly marked on-street to keep the street safe and functional for all road users. The Healthy Streets Scorecard Coalition advocates for parking control on all streets.

Parking controls and design also play a crucial role in encouraging a shift away from car trips to more sustainable modes (public transport, walking, wheeling and cycling), especially for short trips. This is crucial in London where the Mayor's target is to halve car trips from 40% to 20%, and have 80% of trips in London made by walking, cycling or public transport by 2041 (The Mayor's Transport Strategy).

RECOMMENDATIONS

This report makes multiple recommendations for boroughs and Transport for London (TfL) and the Greater London Mayor to tackle pavement parking, with specific examples from London and supporting photos.

Google Street View helped us examine a selection of streets with pavement parking and consider how it could be eliminated. Cases ranged from straightforward moves to on-street parking, to streets needing staggered parking on either side or one-sided parking combined with one-way restrictions.

In some cases, it would require a combined approach to tackle both pavement parking and front-garden parking (with associated driveways): moving cars on-street while also limiting new driveways and reducing the impact of existing ones, given the impact of driveways on available space.

Our report suggests that the vast majority of streets would not require an exemption and that alternative solutions could work for both drivers and pedestrians. All alternative proposals for parking and street design should be considered and deemed unworkable, before any streets are considered for exemption.

IN ALL CASES, COUNCILS SHOULD:

- Adopt a 'must do' attitude, finding solutions even where it looks complex.
- Commit to shifting from a permissive approach (park anywhere unless banned) to a permitted one (park only in designated bays, whether or not they require payment or permits) – this ensures that transport targets for sustainable travel are backed by supportive parking policies.
- Take a combined approach to pavement parking and driveways, especially on roads where driveways have restricted the availability of on-street space.

LONDON BOROUGHS SHOULD:

- Set a target to eliminate pavement parking as part of a wider programme shifting from a permissive to a permitted parking approach. Cars should only park in marked bays, whether or not charges or permits apply, with space for pedestrians left clear - Inclusive Mobility guidance recommends 2m.
- Where applicable, reduce the impact of driveways on on-street parking availability by limiting new driveways, and restricting the road length a single house or dwelling can use for driveway access.

TFL AND THE MAYOR OF LONDON SHOULD:

- Eliminate pavement parking on the roads it manages (other than in exceptional circumstances).
- Support boroughs to mark on-street parking spaces on all streets, whether parking is subject to payment or permits.
- Make LIP funding conditional on boroughs committing to move away from the permissive approach, and to eliminate pavement parking specifically, recognising how central these issues are to delivering the Mayor's Transport Strategy targets.

2A THE CONTEXT: A PERMISSIVE APPROACH

Street parking was never planned. It happened over time as more people bought cars. On narrow roads, drivers began mounting the pavement with two, sometimes four, wheels to park on the pavement. With no legislation to say otherwise, this was legal and became normal practice. Driving on the footway, however, has always been an offence (Highways Act 1835).

At the same time, kerbside space was historically treated as a free, open resource for cars to park. As vehicle ownership grew, it was more by default than design that streets became places for anyone to park freely.

Pavement parking is just one of many problems created by this permissive approach. Without restrictions, it's hard to control nuisance or dangerous parking, commuter parking, or to discourage short car trips that add significantly to congestion and pollution.

More widely, a permissive approach prevents local authorities from managing parking demand – parking policy is one of their most effective tools for managing traffic – and makes it harder to encourage people to use public transport, walk or cycle, especially for short trips.

PAVEMENT PARKING WAS BANNED UNDER GREATER LONDON (GENERAL PURPOSES) ACT 1974



In London, the 1974 pavement parking ban was a positive step in moving away from this permissive approach. However, allowing exemptions unfortunately led to over 4,000 streets still having pavement parking. Also, with parking being uncontrolled in much of Greater London, many of the other problems associated with the permissive approach remain.

THESE PROBLEMS AREN'T NEW

Managing parking demand first became a problem almost a century ago in London:

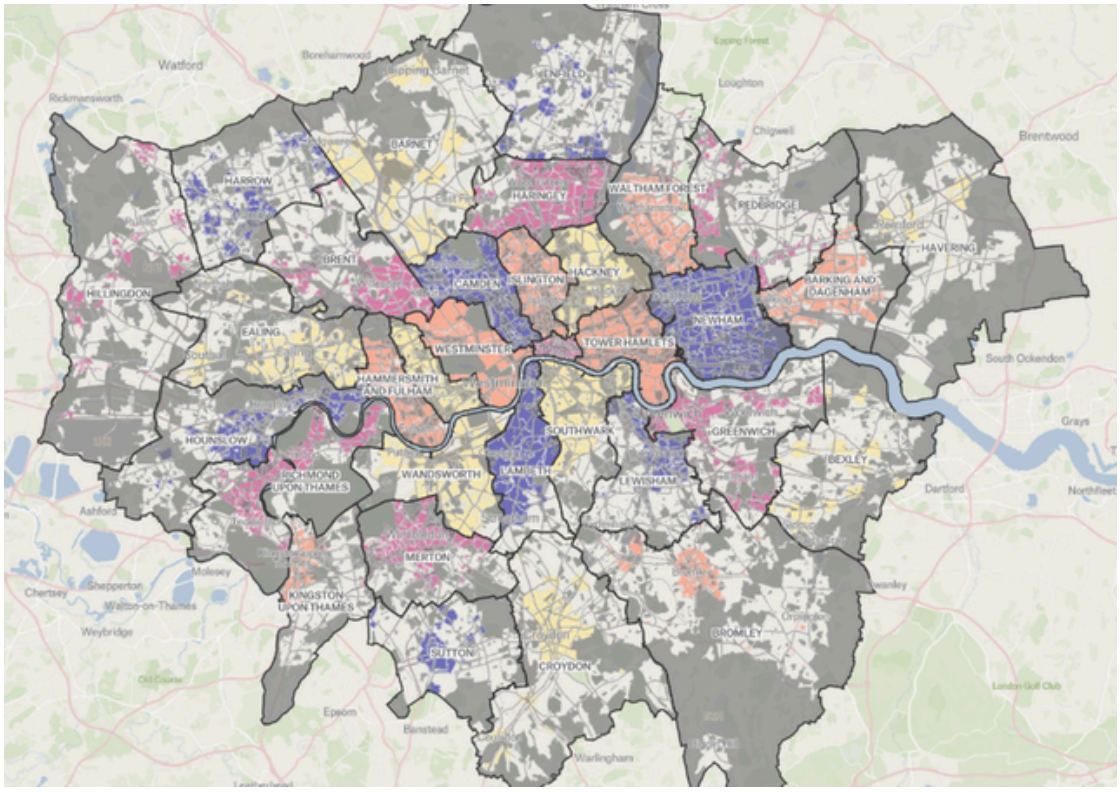
1930
waiting restrictions first appeared

1956
first double yellow lines appeared

1958
UK's first parking meter was installed

Since then, parking pressure or 'stress' (more demand than space) has steadily increased and so have restrictions. This usually means residents must obtain a permit, and/or visitors must pay to park.

Even so, this permissive approach remains across much of London. And even where parking is subject to restrictions, streets are usually dominated by parked cars. That includes Inner London where some two-thirds of households do not own a car (Healthy Streets Scorecard).



Map of Greater London. In 2026, car parking remains unrestricted across much of Greater London, shown as the white areas on this map. Grey areas are green space or land unsuitable for controlled parking.

2B FRONT GARDEN PARKING AND PAVEMENT PARKING

The permissive approach to parking expanded in the 1990s with Permitted Development Rights for converting front gardens for parking. Some streets now have both pavement and front garden parking. Under these rights, householders can pave their gardens without planning permission, then apply for a pavement crossover (a 'driveway').

Councils have the power to approve and install these, if safe. Householders pay for the installation but not the ongoing maintenance.



(Photo of Yoxley Drive, Ilford (Redbridge): this demonstrates how a permissive, unplanned approach lets pavement and front garden parking dominate, excluding pedestrians, and leaving no space for cycle parking, greenery or sustainable drainage, for instance.)

On some streets, most front gardens have been converted. A few conversions start the domino effect: as on-street space decreases, more front gardens are paved for parking.

When combined with pavement parking, this creates more danger and inconvenience for pedestrians, as vehicles often overhang the pavement. The result is a less attractive streetscene for walking or cycling, increased flood risk due to impermeable surfaces, and fewer trees and less greenery to mitigate high temperatures during heatwaves.

2C PAVEMENT WIDTHS

Government guidance sets a two-metre minimum pavement width. Where parking is uncontrolled and pavement parking allowed, there is rarely enough room for wheelchairs or other mobility aids to pass.

Where pavement parking falls inside a Controlled Parking Zone, there could – and should – be enough space, but uncontrolled parking makes it impossible to guarantee.

INCLUSIVE MOBILITY: A GUIDE TO BEST PRACTICE ON ACCESS TO PEDESTRIAN AND TRANSPORT INFRASTRUCTURE (SEE PAGE 28)

Footways and footpaths should be as wide as is practicable; 2000mm is the minimum, as this allows enough space for two wheelchair users to pass (even with larger electric mobility scooters). If this is not feasible due to physical constraints, a minimum width of 1500mm is acceptable, as this should enable a wheelchair user and a walker to pass each other. With obstacles (lamp columns, signposts, EV chargers), the absolute minimum drops to 1000mm, but such restrictions should not exceed six metres.





Photos: On the left, the photo shows a person using a wheelchair in front of a car blocking the pavement. The photo on the right, shows a parent pushing a buggy in the road, because a car is blocking the pavement.

2D SUVs AND CARS INCREASING IN SIZE AND WEIGHT

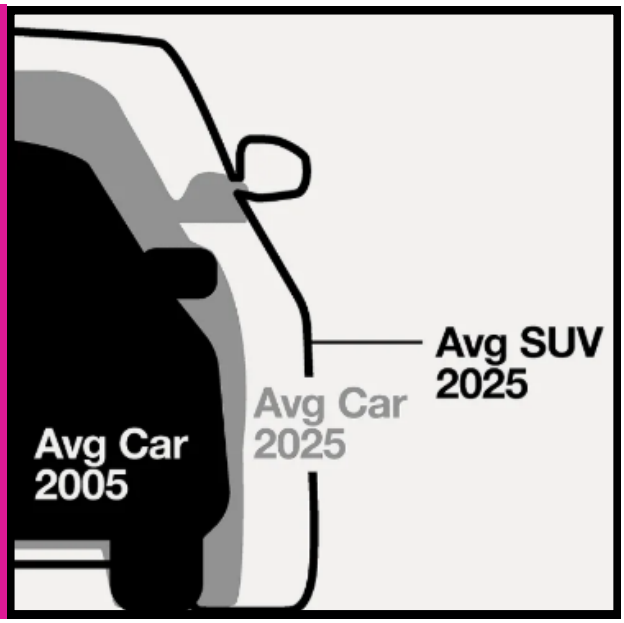
Clean Cities Campaign and the SUV alliance have raised concern over carspreading - vehicles which have grown dramatically in size and weight in recent years occupying more physical space.

Given this, SUVs in particular pose an additional danger to pedestrians, yet the number of SUVs in England's cities has increased from 3% to 30% of all cars (2002/ 2003 – 2022/ 2023). For streets with pavement parking, that means even less space for pedestrians, and more damage to our pavements from the additional weight.

IN 20 YEARS SUV NUMBERS HAVE INCREASED FROM

3% » 30%

"More than half of new cars in the UK are too wide for urban parking spaces, leaving our cities crowded and congested."



Source: Quote on the left from Transport Environment. Photo: On the right, photo shows the changes to the size of an average car from 2005 to 2025, and shows the average size of SUVs in comparison. Source: Clean Cities Campaign, Carspreading

3 THE EFFECTS OF THE 1974 LONDON PAVEMENT PARKING BAN

As previously highlighted, by the 1970s pavement parking was so widespread in London that it was deemed a significant problem. And in 1974, the law changed: vehicles could only be parked on the pavement where a council specifically permitted it. Essentially, a general ban was introduced with councils able to grant exemptions for particular streets. This was introduced by the Greater London Council (General Powers) Act 1974.

However, many councils exempted streets from the general ban, which is why pavement parking remains widespread in London today.

3A HOUSING ESTATES

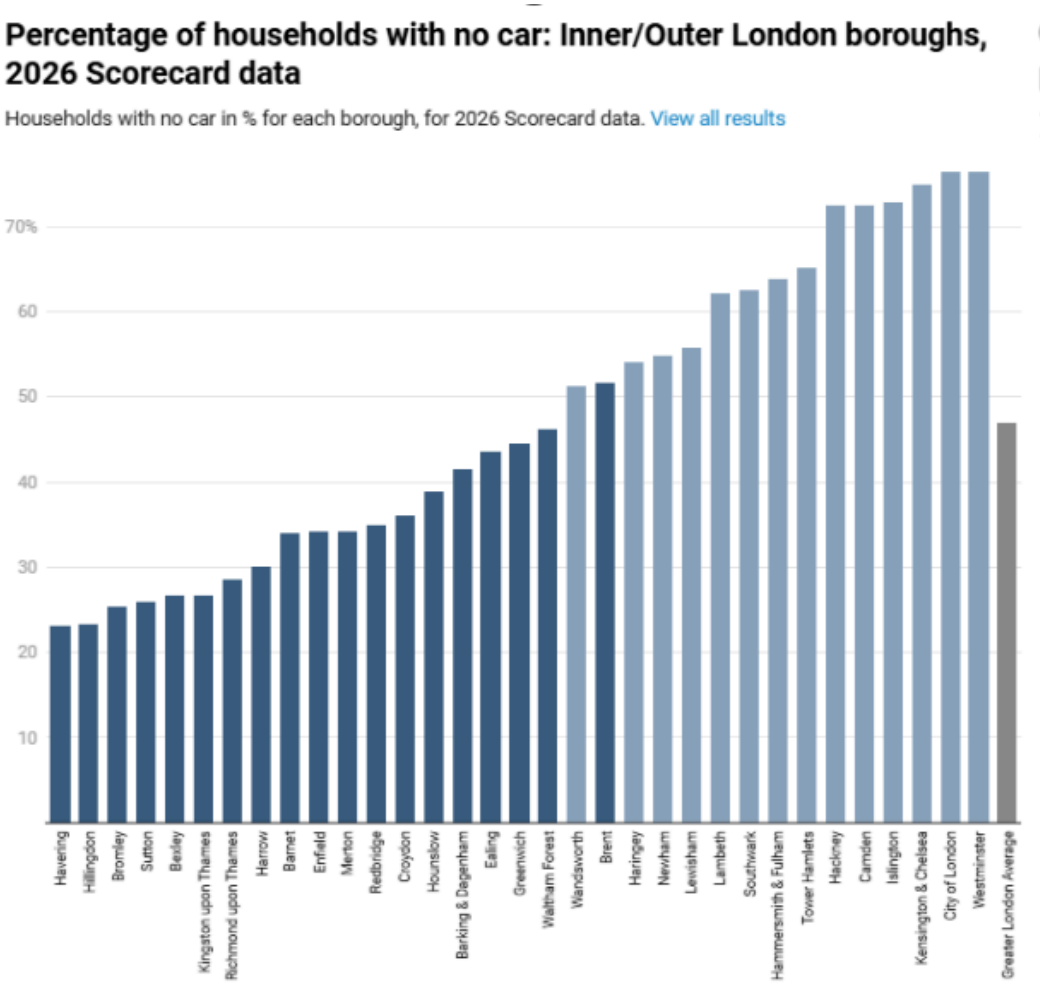
Pavements on housing estates without parking controls are often used for car parking. Estate roads are typically controlled and maintained by housing estate managers rather than the local highways authority, so are not subject to the same rules. However, estate managers can set their own rules and have the power to require drivers to park in certain locations, not on the pavement.



Google Street View (October 2022). An estate on Evelyn Road, Southwark, shows what happens when parking is uncontrolled and there is no general ban on pavement parking. Estate roads are not subject to the London pavement parking ban because they are not managed by local authorities.

4 INEQUALITY: THE HIGH COST OF FREE PARKING

Free and uncontrolled parking has an unequal impact. It can benefit the households who own cars at the expense of those who don't. It enables more driving, which means more pollution, road danger, noise and inactivity. These all carry a public cost that is not shared equally and can deepen existing inequities.



Indicators explained – Healthy Streets Scorecard

According to the Healthy Streets Scorecard 2026, 45% of all London households don't own a car – two-thirds of Inner London households don't own a car, compared with one-third of Outer London households (Healthy Streets Scorecard).

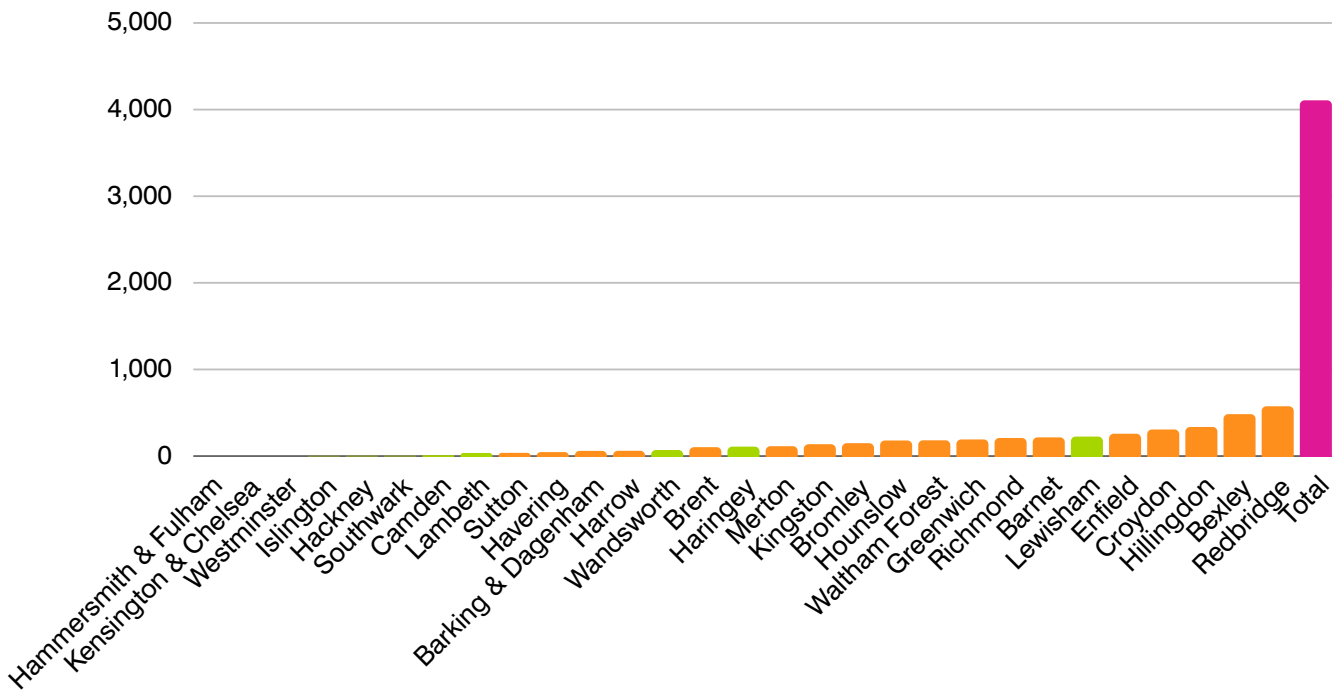
Free and uncontrolled parking therefore grants car owners private use of public space, for no charge, at the expense of everyone else. Those least likely to own a car are more reliant on our pavements and are more likely to be on lower incomes.

5 THE SCALE OF LONDON'S PAVEMENT PARKING

NUMBER OF STREETS WITH PAVEMENT PARKING IN EACH LONDON BOROUGH

LONDON BOROUGH	INNER/OUTER LONDON	NUMBER OF STREETS
Hammersmith & Fulham	Inner	0
Kensington & Chelsea	Inner	0
Westminster	Inner	0
Islington	Inner	3
Hackney	Inner	4
Southwark	Inner	4
Camden	Inner	10
Lambeth	Inner	36
Sutton	Outer	37
Havering	Outer	46
Barking & Dagenham	Outer	60
Harrow	Outer	61
Wandsworth	Inner	70
Brent	Outer	103
Haringey	Inner	109
Merton	Outer	114
Kingston	Outer	137
Bromley	Outer	149
Hounslow	Outer	180
Waltham Forest	Outer	182
Greenwich	Outer	192
Richmond	Outer	209
Barnet	Outer	216
Lewisham	Inner	225
Enfield	Outer	258
Croydon	Outer	307
Hillingdon	Outer	336
Bexley	Outer	484
Redbridge	Outer	575

NUMBER OF STREETS WITH PAVEMENT PARKING IN EACH LONDON BOROUGH



Graph: Displays all boroughs and numbers of streets exempt from the 1974 pavement parking ban

NOTES ON DATA

Data was obtained directly from all London boroughs except Ealing, Newham and Tower Hamlets. We couldn't verify whether all 4,107 streets reported as exempt from the ban do have pavement parking. Spot checks showed no pavement parking in some cases. These were not removed from the lists. Duplicated street names weren't counted (council data systems can create duplicates). Where exemptions cover only part of a street or one side, each still counts as one street. Doing otherwise would have made the research too complex given available resources.

'Temporary' exemptions were included. Croydon labelled some as 'roads suspended' but spot checks showed many (not all) have pavement parking, so they were all were counted (these can be corrected if necessary).

For Havering, the borough list excludes TfL-managed roads (A12, A127), where pavement parking is allowed. The research didn't extend to establishing whether TfL roads in other boroughs are included in borough lists.

As such, other TfL-managed roads in London may allow pavement parking but aren't captured in this dataset.

Councils are welcome to contact us to fill gaps in data or submit corrections:
alice.roberts@posteo.uk

6 SOLUTIONS FOR ELIMINATING PAVEMENT PARKING IN LONDON, WITH EXAMPLES

Pavement parking obstructs and endangers people, creates unattractive streets and prioritises parking over people. It should only be allowed in exceptional circumstances. However, our report suggests that the vast majority of streets would not require an exemption and that alternative solutions could work for both drivers and pedestrians. All alternative proposals for parking and street design should be considered and deemed unworkable, before any streets are considered for exemption

In most cases, the solution is straightforward, and so...

ALL LONDON BOROUGHS SHOULD SET A TARGET TO ELIMINATE PAVEMENT PARKING BY THE END OF 2029



There are several ways to do this, with some examples set out below. Every road is different, with varying challenges, but solutions exist for the vast.

SHIFT PARKING ONTO THE CARRIAGEWAY ON BOTH SIDES, KEEPING IT TWO WAY OR MAKE THE STREET ONE WAY WITH SINUSOIDAL HUMPS OR CHICANES TO MANAGE SPEEDING



SHIFT PARKING ONTO THE CARRIAGEWAY, STAGGERING IT ON EITHER SIDE OF THE CARRIAGEWAY



SHIFT PARKING ONTO THE CARRIAGEWAY ON ONE SIDE ONLY



SOLUTIONS: CONTINUED

Removing pavement parking should form part of a wider redesign to improve the streetscene and accommodate other key infrastructure.

Car parking spaces should be clearly marked, and street design should incorporate the elements set out in the graphic from CPRE London and Healthy Streets Scorecard.

Design should mitigate further risks of front gardens being converted for parking, and work towards the reinstatement of gardens over time.



Image: A summary of elements which should be accommodated when re-designing streets to eliminate pavement parking. Source: CPRE London

EXAMPLES

Penwith Road, London Borough of Wandsworth



Photo: Penwrith Road with pavement parking on both sides.

Penwith Road has pavement parking on both sides, a deliberate choice to accommodate traffic as the road connects to one of the few bridges across the River Wandle.

The street could be redesigned without pavement parking, as neighbouring Ravensbury Road (below) demonstrates; it is the same width, yet it feels like a residential back street. Useful and attractive infrastructure could be added at the same time, such as loading bays, trees, cycle parking and crossings. Parking could be staggered with chicanes to slow traffic, and a one-way system could be introduced, so that Penwith Road takes traffic in one direction only, for example eastbound, while neighbouring roads take traffic westbound.



Photo: Ravensbury Road

EXAMPLES

Eade Road, London Borough of Haringey

There is pavement parking along the whole stretch of Eade Road, even though there is clearly no parking ‘stress’ and there is more parking space than needed. Parking could be restricted to short sections at intervals along the road, spaced to ensure access for larger vehicles to nearby industrial estate units.



Photo: Eade Road, which has pavement parking along the whole stretch, even though there is space for parking on both sides of the road

Fernbrook Road, London Borough of Lewisham

Fernbrook Road, purportedly has pavement parking because it is a bus route. Bus routes do require roads to be wider than normal. The lane width currently looks to be roughly five metres, which could be reduced to four metres and still accommodate a bus.

A better alternative may be to allocate one side of the road only for car parking, or to stagger parking on either side to reduce the risk of speeding – particularly if it is made one-way, which could form part of a solution.



Photo: Pavement parking on Fernbrook Road, as well as clutter from bins.

EXAMPLES

Joan Crescent, London Borough of Greenwich

Joan Crescent is clearly too narrow to park cars on. Designated parking areas have already been created at the end of Joan Crescent and in other locations across the wider estate (where ONS data shows a quarter of households do not have access to a car). Some even have permeable paving. The solution therefore exists, though a few more parking areas may be necessary.

To work effectively, the council would need to limit parking to these locations by establishing a Controlled Parking Zone across the whole area. Permits could be capped to one per household, for example, and policies should be implemented to prevent further front garden conversions. This would also protect the estate's largely attractive streetscene and retain its character.







Photos: All three photos above show Joan Crescent from different angles, with narrow pavements and pavement parking issues.

EXAMPLES

Kensington Avenue, London Borough of Croydon

There's no clear reason why cars should park on the pavement on Kensington Avenue in Croydon. Parking and loading bays could be marked and staggered on either side of the road to create a chicane to manage speeding (an apparent concern, as the road has existing speed humps and 'slow' signs).





Photos: Top photo shows Kensington Road, which has plenty of space and yet cars park on the pavement. Another view of Kensington Avenue (above) shows how parking is damaging the verge.

Marlow Crescent, Richmond-upon-Thames

Pavement parking on Marlow Crescent could be removed by limiting parking to one side of the road or staggering it on either side.



Photo shows pavement parking on Marlow Crescent.

EXAMPLES

Crescent Road, London Borough of Haringey

A particular concern here is that pavement parking is permitted next to a row of shops, where pedestrian footfall is likely to be high. The council proposed a staggered arrangement to remove pavement parking from Crescent Road in Haringey. According to Google Satellite view and the list from the council, it does not appear to have been changed to date.



Photo: Crescent Road with pavement parking next to a row of shops.

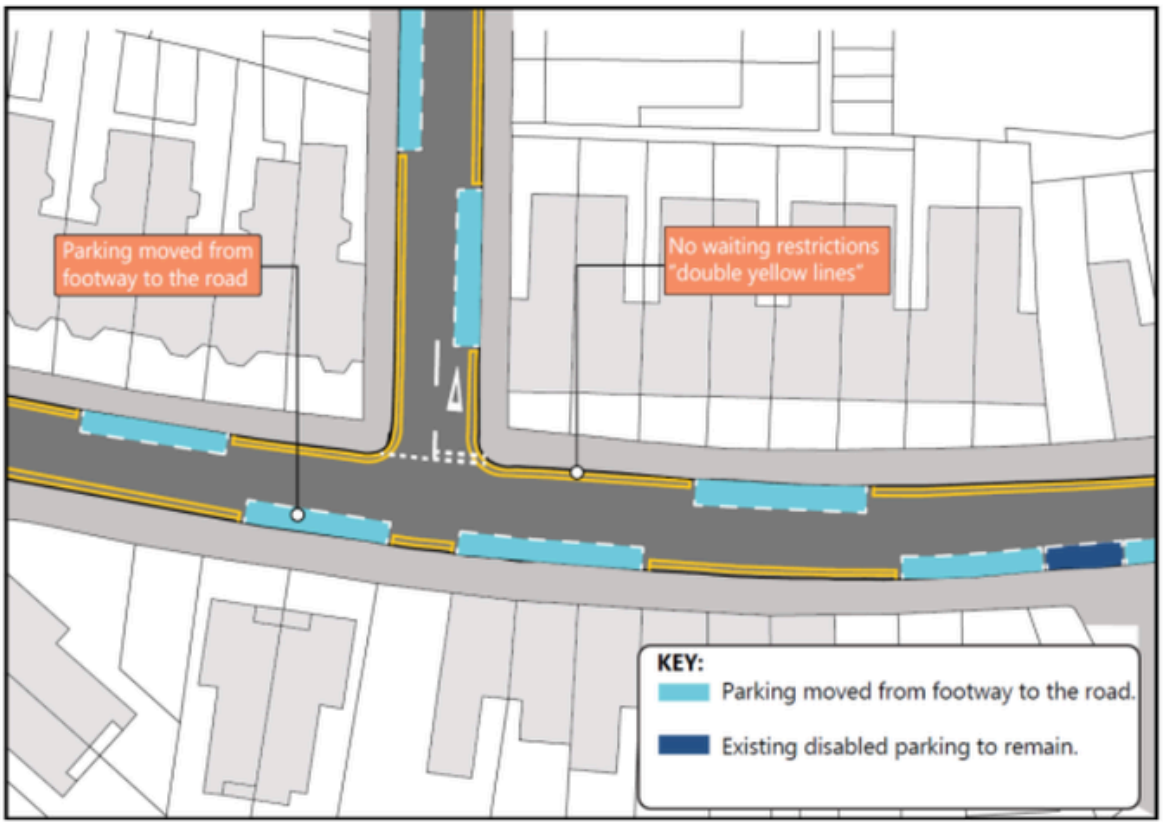


Photo: In 2024 Haringey Council consulted on proposals to provide some parking on both sides of the road in a staggered arrangement, as shown here.

EXAMPLES



Photo: On the left Howard Street, in Oxford, shows a chicane parking arrangement using bollards and a street tree, with parking staggered on either side.

Image: Mark Philpotts/City Infinity

Where pavement parking and front-garden parking combine

This combination is extremely common in some Outer London boroughs. The key problem is that so many front gardens have been converted to parking that too little space remains for on-street parking. Driveways effectively privatise the public roadway in front of houses because they must be kept clear for access. Another major issue is that cars parked in front gardens are often too large for the space and overhang the pavement, causing further obstruction.



Photo: This image shows how large stretches of a public road are unavailable for other uses (on-street parking, street trees, sustainable drainage etc) when ‘driveways’ are installed.

EXAMPLES

This combination can make removing pavement parking more complex, but there are solutions.

The council should introduce marked bays for on-street car parking at the same time as prohibiting pavement parking.

These will need to account for driveway access requirements; however, the council can adopt a policy not to permit further driveways on roads where high numbers have already dramatically reduced space for on-street parking and other street infrastructure.

For existing driveways, the council could limit the number of vehicles that can park in a front garden to one, and/or limit driveway access width. For example, in the image above, roughly half the road in front of the house could be available for on-street parking, with driveway access limited to the other half. Enforcement action should also be taken against illegal driveways.

Councils should set clear policies to prevent vehicles parked in front gardens from overhanging the pavement and take enforcement action where necessary.

Councils should also promote permeability and re-greening of front gardens, through policies that outline the proportion of the garden that can be used for parking, and how much should have soft landscaping or greenery.

EXAMPLES

Miller Road, London Borough of Croydon

This is a wide road, so parking could be moved onto the kerbside in marked bays, staggered where necessary to allow large vehicles to pass. Policies could limit further conversion of front gardens for parking.



Photo: Miller Road with pavement parking on both sides of the road.

Cantley Gardens, London Borough of Redbridge

Cantley Gardens in Ilford is wide enough to accommodate parking on street, staggered where necessary to allow larger vehicles to pass. Removing pavement parking should form part of a wider project to limit and reduce front garden parking and paving.



Photo: Cantley Gardens, which is wide enough for parking on the street but currently shows pavement parking on both sides of the road.

EXAMPLES

Fairhaven Avenue, London Borough of Croydon



Photo: Fairhaven Avenue with pavement parking on both sides of the road.

Clearly marked on-street bays combined with restrictions on front-garden parking could keep the pavements clear, while also improving the streetscene.

Devonia Gardens, London Borough of Enfield

This is one of many streets where a permissive approach to parking has left the street dominated by cars. 28% of households on this street have no car, according to ONS data.

This is a familiar sight across London, and the problem goes beyond pavement parking. The dominance of cars has also removed greenery that cools streets during heatwaves, and permeable surfaces that absorb rainwater and reduce flood risk. This degrades the streetscene, making it less attractive and less safe for walking, wheeling and cycling, and discourages community interaction. Eliminating pavement parking in instances like this requires a committed approach to reducing the impact of car parking on the whole street and in front gardens.



Photo: large stretches of a public road are unavailable for other uses (on-street parking, street trees, sustainable drainage etc) when ‘driveways’ are installed.

EXAMPLES

Sunnymede Avenue, London Borough of Waltham Forest

This is another good example of a common pattern. The road is narrow and lined with many driveways. There are positives: parking space is clearly marked, pavements are wide enough to remain usable for pedestrians, some front gardens are still intact, and many retain greenery.



This image shows how large stretches of a public road are unavailable for other uses (on-street parking, street trees, sustainable drainage etc) when ‘driveways’ are installed.

It could be improved by widening pavements to at least two metres where they fall short of that standard, staggering parking bays to ensure access for emergency and utility vehicles, and exploring ways to differentiate part of the pavement from the street (although this can be expensive) while retaining street trees on buildouts.

The council can also set policies to limit front garden parking to one car per household (requiring part of the garden to remain green), refuse further front garden conversions on the basis that on-street parking space is already limited, and limit on-street permits.

7 TAKE ACTION

If you want to support the campaign against pavement parking in London, here's how you can help:

WRITE TO YOUR LOCAL COUNCILLOR

Use this template to ask them to remove pavement parking, borough-wide or on a specific street. Ask for action and a response (for example, 'Will you take action in the council to eliminate pavement parking in the borough?') You could also invite them on a walk-and-talk, so they see the problem first hand or ask for a meeting.

SHARE WHAT YOU SEE

Take photos or videos, post them online and tag @Living Streets and use the hashtag #PavementParking.

SIGN UP FOR LONDON LIVING STREETS NEWSLETTER

Sign up for our newsletter to find out more about London Living Streets and our Local Group.

START A LOCAL CAMPAIGN

Start a local campaign against pavement parking, or even a new Living Streets Local Group. Reach out directly to the Living Streets team for more information: localgroups@livingstreets.org.uk

8 FURTHER RESOURCES

- Pavement Parking. Take action on pavement parking, Living Streets website
- Curious about pavement crossovers? CPRE London blog. Explains pavement crossovers (driveways) and why they matter.
- Greening Up. Create Streets report. How to make re-greening our streets and squares the default.
- Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure. Guidance on minimum footway widths and clearance standards.
- Kerbside Greening: the most beautiful way to manage extreme heat in our cities. Possible report, August 2026
- Local authority Parking Policy Benchmark (slides)
- Parking Action Tool. Possible online tool, with Living Streets
- Reports on parking. CPRE London (see the further reading section at the foot of their site)

ACKNOWLEDGEMENTS

Please note that this report should be read in conjunction with the spreadsheet containing lists of streets with pavement parking for each London borough.

Councils are invited to flag any data corrections. Please email: Alice Roberts at alice.roberts@posteo.uk or London Living Streets Group Group at londongroup@livingstreets.org.uk

With thanks to the London boroughs that supplied data. Without their input, this report would not have been possible: Hammersmith and Fulham; Kensington and Chelsea; Westminster; Islington; Hackney; Southwark; Camden; Lambeth; Sutton; Havering; Barking and Dagenham; Harrow; Wandsworth; Brent; Haringey; Merton; Kingston; Bromley; Hounslow; Waltham Forest; Greenwich; Richmond; Barnet; Lewisham; Enfield; Croydon; Hillingdon; Bexley; Redbridge.

This report has been researched and written by Alice Roberts, Vice Chair, London Living Streets Group Group, with support from Wisdom Okafor.

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LIVING STREETS

We are Living Streets, the UK charity for everyday walking.

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