

## Appendix A: CTS Strategic & Local Targets: RAG Status Assessment (2023)

Before 2020, Camden made significant progress in meeting both externally set (from the Mayor’s Transport Strategy) and locally set targets, contained within Camden’s Transport Strategy (CTS), much of which can be attributed to the outcomes and actions derived from the robust policies and schemes in the CTS. Reporting against our targets in the last two years has been compromised by a lack of available data, due to disruptions in data collection caused by the pandemic.

Transport for London (TfL) have recently released one year’s data (for 2022/23), from their “Travel in London” reports, which is the data source for many (but not all) of the metrics in the tables below. This one-year’s worth of data is in place of the usual 3yr average and many of the results reported on in the tables below will be subject to fluctuations in subsequent years, as more robust 3-yr averages become available (the one year’s worth of data being based on a much smaller sample size). The second year (2023/24) of Camden’s Transport Strategy three-year Delivery Plan (2022-2025) is coming to a close, which will see substantial upgrades to the cycling and walking network, along with associated road safety improvements. These improvements are anticipated to increase sustainable mode share to bring the borough back on track to meet these targets in subsequent years. The following tables detail the strategic and local targets in the CTS and a “Red, Amber, Green” (RAG) assessment of progress towards each, along with explanatory notes.

**Table1: Strategic targets from Mayor’s Transport Strategy (MTS)**

MTS Outcome	Metric	Baseline level/ year	Camden Target/Year			Most Recent Data	Most Recent Year of Data	RAG	Notes
			2021	2031	2041				
Londoners’ trips to be on foot, by cycle or by public transport	Active, efficient and sustainable (walking, cycling and public transport) mode share	85% (2014/15 to 2016/17)	88%	90%	93%	85%	2022/23	Amber	Not currently on track to meet targets, according to latest TfL data. However, it is noted that the mode share data from TfL is based on a limited sample from one year only (22/23), due to the pandemic, and that this metric will be

MTS Outcome	Metric	Baseline level/ year	Camden Target/Year			Most Recent Data	Most Recent Year of Data	RAG	Notes
			2021	2031	2041				
	(by Borough resident) based on average daily trips								more robust when the data returns to the usual 3-year average cycle. In the meantime, the CTS Delivery Plan contains multiple policies and actions to increase sustainable mode share further
London's streets will be healthy and more Londoners will travel actively	Percentage of residents doing at least 20 minutes active travel per day	48% (2014/15 to 2016/17)	53%	60%	70%	45%	2022/23	Red	It is noted that this data to some extent conflicts with the positive walking and cycling mode share increases (see local targets table, below). Officers will work closely with TfL to better understand this discrepancy. See note above, and in main report, re: continued work on CTS Delivery Plan which contains policies and schemes to boost active travel rates
	Percentage of population within 400m of a strategic	0% (2016)	48%	70%	93%	48%	2023	Green	Data only available up to September 2023. Full-year 2023 data will show a greater percentage. Currently on-track

MTS Outcome	Metric	Baseline level/ year	Camden Target/Year			Most Recent Data	Most Recent Year of Data	RAG	Notes
			2021	2031	2041				
	cycle network								
Vision Zero – deaths and serious injuries from road collisions to be eliminated from our streets	Killed and seriously injured casualties	182 (2010-2014)	80 (by 2022)	55 (by 2030)	0	113	2020 - 2022	Amber	Good progress has been made in reducing KSIs in the Borough compared to baseline data, however it is noted we are not on track to meet the targets set. It is noted that TfL-controlled roads (the "TLRN") are overrepresented for KSIs in Camden. When considering only borough roads, KSIs are on a downward trajectory that is in line to achieve Vision Zero by 2038 (see additional text/info below)
London's streets will be used more efficiently and have less traffic on them	Annual vehicle kilometres (millions) driven in Camden (all trips) – TfL target	451m (2016)	450m	n/a	360m – 382m	445m	2022	Green	Data is taken from estimates calculated from DfT's count points, of which only an average of 20 locations in Camden are recorded each year (only 9 in 2022), all estimates are derived from this small dataset. Our own

MTS Outcome	Metric	Baseline level/ year	Camden Target/Year			Most Recent Data	Most Recent Year of Data	RAG	Notes
			2021	2031	2041				
	Annual vehicle kilometres (millions) driven in Camden (all trips) – Camden target	451m (2016)	405m – 428m	371m – 394m	339-360m	445m	2022	Amber	annual monitoring data, from 62 locations indicates a much greater reduction in km driven
	Number of cars owned (TfL mandatory target)	49,762 (2016)	47,600	46,650	45,700	37,141	2022	Green	The 2041 target has already been met, and exceeded, based on latest 2022 data for both the MTS-set target and the stretch Camden-set target for reductions in cars owned.
	Number of cars owned (Camden target)	49,762 (2016)	47,600	43,550	39,500	37,141	2022	Green	
London's streets will be clean and green	CO2 emissions (in tonnes) from road transport	159,800 (2013)	129,200	80,600	32,000	135,400	2019	Amber	Current data only until 2019. The ULEZ was introduced in 2019 and expanded in 2021 to cover all inner London, including all of Camden, which is expected to improve air quality further in the Borough, once more up to
	NOx emissions (in tonnes)	660 (2013)	190	110	30	330	2019	Amber	

MTS Outcome	Metric	Baseline level/ year	Camden Target/Year			Most Recent Data	Most Recent Year of Data	RAG	Notes
			2021	2031	2041				
	from road transport								date data is available. Furthermore, the London Atmospheric Emissions Initiative (LAEI) published their predictions for 2025 and 2030, which anticipate Camden meeting all 2031 emission targets.
	PM10 emissions (in tonnes) from road transport	51 (2013)	36	28	20	37	2019	Amber	
	PM2.5 emissions (in tonnes) from road transport	30 (2013)	17	13.5	10	19	2019	Amber	
The public transport network will meet the needs of a growing London	Public transport trips per day (000s)	202,000 (2014/15 to 2016/17)	235,000	255,000	276,000	150,000	2022/23	Red	This metric has been affected by the change in working patterns since the pandemic, with more people working from home several times each week. In Camden, 57% of all residents over 16 reported they work mainly from home. Public transport trips may also have been impacted by the growth in walking and cycling trips in Camden (see local targets)

MTS Outcome	Metric	Baseline level/ year	Camden Target/Year			Most Recent Data	Most Recent Year of Data	RAG	Notes
			2021	2031	2041				
Public transport will be safe, affordable and accessible to all	Time difference (minutes) between average journey time using full network and using step-free network	12 minutes difference (2015)	n/a	n/a	5 minutes difference	8.3	2022	Green	On track to meet 2041 target
Journeys by public transport will be pleasant, fast and reliable	Bus speeds (mph)	7.1mph (2015)	7.1 to 7.3	n/a	7.4 to 8.1	7.2	2022/23	Green	On track to meet 2041 target

**Table 2: Local Targets from Camden’s Transport Strategy (CTS)**

Indicator (Source)	Base-line level	Base-line year	Short term target (see details)	Medium term target (2031)	Long term target (2041)	Most Recent Data	Most Recent Year of Data	RAG Rating	Notes
Percentage of residents’ trips made by bike (LTDS)	3.60%	2014/15 to 2016/17	7.5% (by 2024/25)	10%	15%	6.7%	2022	Amber	The strong growth in residents’ mode share by bike and on foot is encouraging. Due to data collection issues during the pandemic, data for 2020-21 is unavailable so only one year of data (2022/23) has been provided. Once further years are measured these figures may well change, when the TfL data reverts to a more statistically robust 3 year average
Percentage of residents’ trips made on foot (LTDS)	42%	2014/15 to 2016/17	44% (by 2021)	47%	50%	49.5%	2022	Green	
Percentage of residents’ trips made by car (LTDS)	13%	2014/15 to 2016/17	12% (2021)	8%	5%	12.9%	2022	Amber	
Percentage of journeys to school made by bike (STARs surveys)	2%	2014-2017	6% (by 2024/25)	8%	12%	6%	2022/23	Green	Currently on track
Percentage of journeys to school made by walking/scooting	40%	2014-2017	43% (by 2021)	47%	50%	58%	2022/23	Green	Currently on track

Indicator (Source)	Base-line level	Base-line year	Short term target (see details)	Medium term target (2031)	Long term target (2041)	Most Recent Data	Most Recent Year of Data	RAG Rating	Notes
(STARs surveys)									
Percentage of schools with STARs accredited Travel Plans (STARs data)	43%	2017	50% (2021)	67%	75%	19%	2022/23	Red	It is recognised that the number of schools engaging with the STARs (now rebranded Travel for Life) project is lower than expected. Additional resources have been made available within the Transport Strategy Service to increase engagement with schools moving forwards in order to get this target back on track, working closely with other internal Council departments (such as public health) to do so
Total road casualties (KSIs and slight) (STATS19)	1015	2014-2016	743 (by 2021)	403	199	751	2020-2022	Amber	Whilst good progress has been made in reducing all road casualties in the Borough (and close to being on track to

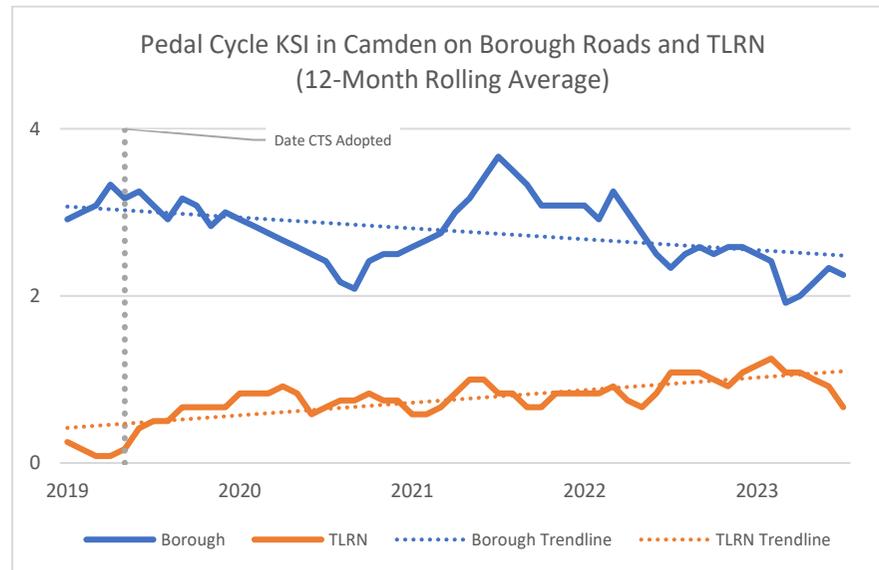
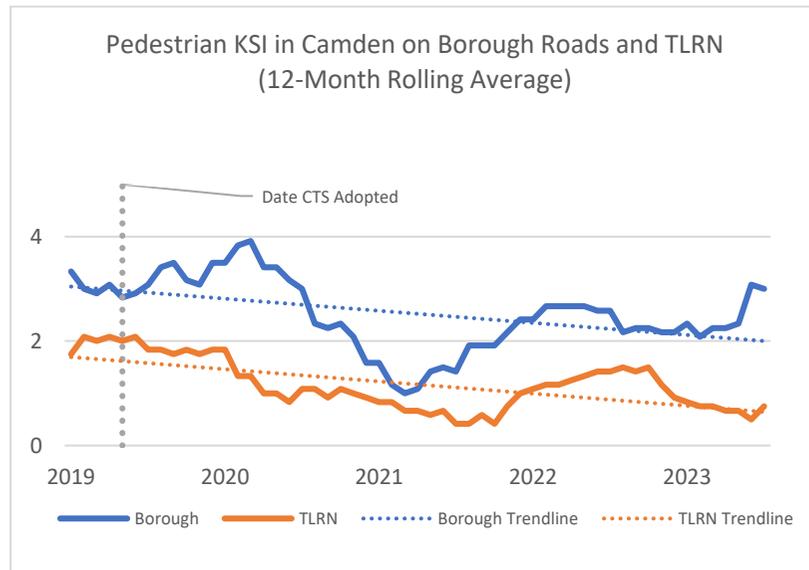
Indicator (Source)	Base-line level	Base-line year	Short term target (see details)	Medium term target (2031)	Long term target (2041)	Most Recent Data	Most Recent Year of Data	RAG Rating	Notes
Cyclists Killed and Seriously Injured (STATS19)	22	2014-2016	14 (by 2024/25)	9	0	43	2020-2022	Red	<p>targets), it is recognised that the cyclist and pedestrian KSI data as presented here have increased since baseline. Significant work is being done across the Borough to improve road safety for vulnerable road users at locations with historically poor road safety records for pedestrians and cyclists, including for example at the Holborn gyratory, and the latest 12 month rolling average data (see text below) shows an improvement for both forms of active travel. It is also noted (see below for further information) that a disproportionate percentage of KSIs are taking place on the TfL "TLRN" network. All KSIs on borough roads are reducing and are projected to achieve Vision Zero by 2038.</p>
Pedestrian Killed and Seriously Injured (STATS19)	31	2014-2016	25 (2021)	12	0	36	2020-2022	Red	
	418,457	2017	Reductions to (and % reduction to baseline):			282,047	2023	Green	On track to meet target - in fact most recent data has

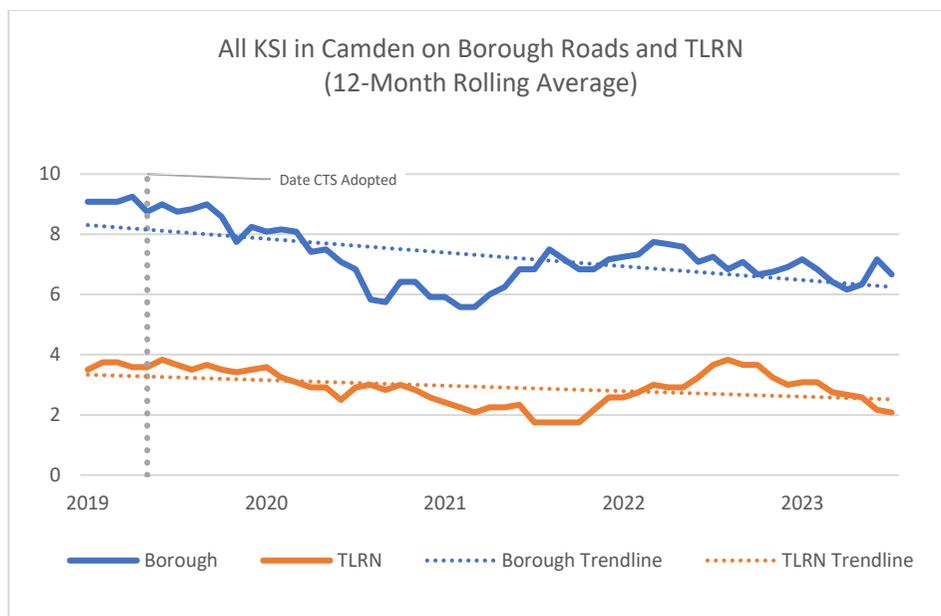
Indicator (Source)	Base-line level	Base-line year	Short term target (see details)	Medium term target (2031)	Long term target (2041)	Most Recent Data	Most Recent Year of Data	RAG Rating	Notes
Motor traffic flows (Camden screenline data)			<p><b>2021:</b> 397,534 to 376,611 (5%-10%)</p> <p><b>2031:</b> 366,150 to 345,227 (12.5%-17.5%)</p> <p><b>2041:</b> 334,766 to 313,843 (20%-25%)</p>						exceeded the 2041 stretch target of a 25% reduction in motor traffic flows compared to baseline. It is noted that motor traffic volumes are still suppressed in inner London following the pandemic and therefore in future years a trend back towards pre-pandemic levels may be observed
Percentage of households in Camden who do not own a car (LTDS)	65%	2016/17	68% (2021)	76%	83%	63.6%	2021	Amber	Baseline was taken from TfL's London Travel Demand Survey. TfL no longer provide this data so current percentage is taken from 2021 census. Amber rating is due to using different data sets, however, according to the census, 11,177 fewer cars/vans were registered in Camden in 2021 as compared to 2011, nearly a 20% reduction.

### Further note on Casualty Statistics:

The targets related to casualties reported in tables 1 and 2 are set using three-year averages, which are one method of analysing trends in data. The metrics as reported do not account for the proportion of casualties that occur on roads not owned or maintained by Camden, and also do not include the most up to date data. Once the highway authority is separated out and the data displayed as a 12-month rolling average, the trends for vulnerable road user casualties occurring on borough roads are clearly shown to be declining (see graphs below). The trend for pedal cycle Killed and Seriously Injured (KSI) casualties on the Transport for London Road Network (TLRN) is, it is acknowledged, ascending and, for the year 2022, constituted 30% of all pedal cycle KSIs in the borough. We are working closely with TfL to identify and resolve road safety hotspots on the TLRN network and note their work to roll out 20mph speed limits on large parts of the TLRN in Camden which we expect to help improve road safety on those roads moving forwards. It is also noted that on both the TLRN and Camden-highways roads, that the 12 month rolling averages (graph 3) show a downward trend in KSIs from the baseline of when the CTS was adopted.

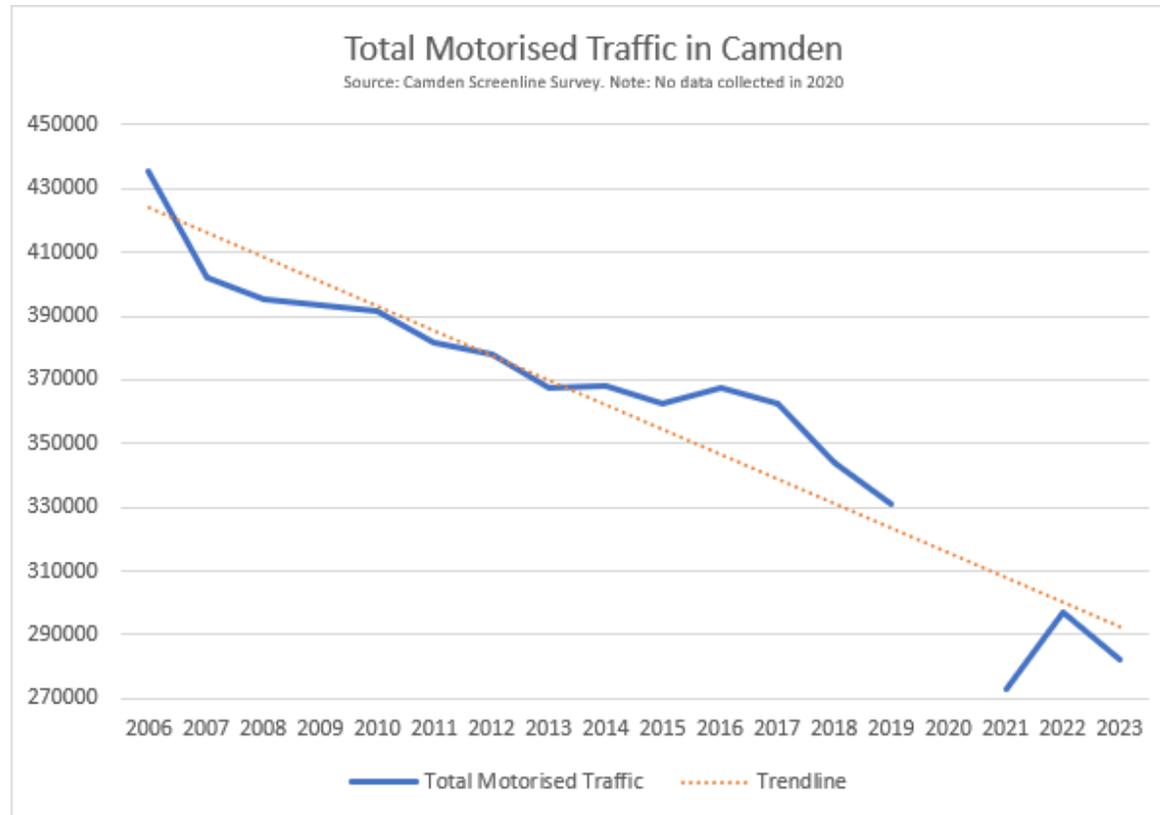
### Graphs 3.1,3.2 & 3.3





### Further information on motor vehicle traffic flows

As shown in the graph below, motor vehicle traffic flows in Camden – as recorded as 62 “screenline” count points in the Borough – have decreased significantly, by around 32%, since first being recorded in 2006, and 15% since the CTS was adopted in 2019. No data was collected in 2020 due to the pandemic. The most recent data (2023) suggests that the pre-pandemic trends of reduced motorised traffic flows on those screenlines continues to be recorded, and will be carefully monitored moving forwards.



### Further information on cycle flows

Although the MTS target for Percentage of residents doing at least 20 minutes active travel per day is not on track, it should be noted that the measures already implemented from our Delivery Plan are helping to make walking and cycling much more accessible, and this will help to encourage the behaviour change towards more sustainable travel choices for Camden residents. Camden has 24 video monitoring stations recording cycle flows 24hrs a day. By comparing the flows across all counters there was a 4% increase in cycle flows from 2022 to 2023. Furthermore, Camden’s annual screenline traffic survey for 2023 recorded the highest-ever cycling mode-share since records started in 2006 (ie the percentage of all surveyed traffic at those count points being bicycles), at 14.9%, as shown in the graphs below.

### Cycling Mode Share in Camden

Source: Camden Screenline Survey. Note: No data collected in 2020

