

Table 5.1: MTS/Camden Outcome Indicators and Targets

CCC Proposes that Camden change the 2031 targets to 2030 targets

MTS Outcome	Metric	Baseline level/ year	Camden Target/Year			Additional Commentary
			2021	2031	2041	
<b>Overarching mode share aim – changing the transport mix</b>						
Londoner's trips to be on foot, by cycle or by public transport	Active, efficient and sustainable (walking, cycling and public transport) mode share (by Borough resident) based on average daily trips	85% (2014/15 to 2016/17)	88%	90%	93%	85% of trips in the Borough are already made by sustainable modes. To support the Mayor's London-wide goal of 80% of all trips being made by these modes by 2041, Camden's share is required to be higher given existing baseline position and potential for switching of trips in the Borough to sustainable modes
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%	Targets set for Camden by TfL for Increases in daily active travel align with our transport strategy objectives and measures
	Percentage of population within 400m of a strategic cycle network	0% (2016)	48%	70%	93%	Trajectories based on delivery of planned TfL strategic cycle networks in Camden
Vision Zero – deaths and serious injuries from road collisions to be eliminated from our streets	Killed and seriously injured casualties	100 (2010-2014)	52	30	0	
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 –	We are expecting based on our policy interventions to achieve a 5-10% decrease in traffic levels by 2021 and a 20-25% decrease by 2041 based on the 2016 baseline. This is higher than the mandated TfL target for Camden, reflecting the ambitious policies and measures set out in this Strategy
	Annual vehicle kilometres (millions) driven in Camden (all trips) – Camden target	451m (2016)	405m – 428m	371m – 394m	382m – 339-360m	
	Number of cars owned (TfL mandatory target)	49,762 (2016)	47,600	46,650	45,700	
	Number of cars owned (Camden target)	49,762 (2016)	47,600	43,550	39,500	TfL mandatory target and Camden's own more ambitious targets for 2031 and 2041 both shown here, with Camden's stretching targets being a reflection of policies and measures set out in this Strategy
London's streets will	CO2 emissions (in tonnes) from road transport	159,800 (2013)	129,200	80,600	32,000	Targets which reflect policies within this CTS, additional measures being implemented by TfL (such as ULEZ and low emission bus fleets) and additional actions arising from the Camden Clean Air Action Plan
	NOx emissions (in tonnes) from road transport	660 (2013)	190	110	30	

CCC proposals for inclusion in the next revision of the Transport Strategy

2030 Every resident (who does not live in a Safe & Healthy Neighbourhood) to be within a 200m reach of a Safe & Healthy Neighbourhood or high quality protected cycle infrastructure.

2030 Increase Safe and Healthy Neighbourhoods by 500 hectares.

Camden to commit to supporting the development and implementation of a London-wide Smart Road User Charging system.

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be clean and green	PM10 emissions (in tonnes) from road transport	51 (2013)	36	28	20	
	PM2.5 emissions (in tonnes) from road transport	30 (2013)	17	13.5	10	
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	Growth in public transport trips be facilitated through major infrastructure provision, such as Crossrail 2, and trip growth in part reflects our growing population. However overall public transport mode share by residents is projected to fall by 2041 due to projected growth in walking and cycling
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	A reduction in the difference in average journey time between using the full network and step-free network will be achieved through infrastructure upgrades including the Step Free Access to stations programmes
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	Targets for 2021 and 2041 represent low-high ranges for this metric set for Camden by TfL

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