

**Appendix B: CTS Cycling Action Plan – Output and Outcome Targets**

Indicator	Indicator Type	How Measured	Baseline	Interim Target	Long-term Target	Notes
<b>Borough-wide Cycling Levels</b>						
<b>Cycle Mode Share</b>	Outcome	LTDS	3.6% (2014/15 to 2016/17)	7.5% (2024/25)	15% (2041)	Local target to double cycle mode share by end of phase 2 of action plan and double again by 2041
<b>Cycle Flows</b>	Outcome	Camden Annual Screenline Counts	32,198 (2017)	2% increase in cycle flows per annum		Calculated as an average increase across all 4 Screenlines
	Outcome	Automatic Cycle Counters	n/a	2% increase in cycle flows per annum against baseline for each site		Currently 8 counters in Borough; will expand provision during Strategy to monitor flows
<b>Regular Cycling Activity</b>						
<b>Cycling to School</b>	Outcome	Hands-up school surveys	2% (2014/15 to 2016/17)	6% (2024/25)	12% (2041)	Local target so interim date reflects end of Phase 2 of Action Plan
<b>Cycling to Work as a 'main mode'</b>	Outcome	LTDS	5% (2014/15 to 2016/17)	10% (2024/25)	15% (2041)	Local target so interim date reflects end of Phase 2 of Action Plan
<b>Percentage of residents doing at least 20 minutes (walking/cycling) per day of active travel</b>	Outcome	LTDS	48% (2014/15 to 2016/17)	53% (2021)	70% (2041)	Mandatory TfL target
<b>Percentage of adults doing any cycling, at least once a month</b>	Outcome	PHE Fingertips	18.8% (2014/15)	23% (2024/25)	30% (2041)	Local target so interim date reflects end of Phase 2 of Action Plan
<b>Cycle Infrastructure – Network, Safety and Parking</b>						
<b>Percentage of residents within 400m of strategic cycle network</b>	Output	TfL (GIS and Strategic Cycling Analysis)	0%	48% (2021)	93% (2041)	Mandatory target set by TfL based on currently planned network

<b>2022 Plan Proposal from CCC</b>
By 2030 to have 55% of all Camden journeys walked or cycled (Pre-pandemic walking and cycling accounted for about 29% of trips in London - it soared to 46% during lockdown).
By 2030 reduce traffic in Camden by 20% from 2020 figures.
To baseline Camden's Cycle Network Counters June 2021 & target a 40% increase by June 2030. By June 2022 cycle counters on all Primary Cycle Routes.
By 2025 55% of all Primary children usually walk to school. By 2025 6% of all Secondary children usually cycle to school. By 2041 15% of all Secondary children usually cycle to school. To limit school drop off by car (across Primary & Secondary) to 5% by 2030.
Cycling to work 15% by 2030.
By 2030 30% of adults doing some cycling, at least once a month.
By 2030 to have 75% of Camden geographic area covered by Safe and Healthy Streets. By 2024 Everyone in London should live and work no further than 300m from their nearest car club bay and shared cycle/e-scooter geofenced access point (which should ideally be co-located).

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<b>Cycling casualties – KSIs</b>	Outcome	Accident statistic data. Due to limited trip number/distance data it is not feasible to set targets for cycle KSIs per km/trip. Instead we will report annually on total cycle KSI figures and show how these relate to the changes in cycling levels over that time	22 (2014-2016)	14 (2024/25)	0 (2041)	We will also report annually on total cycle casualties (KSIs and slights) each year
<b>Secure on- and off-street cycle parking spaces</b>	Output	Minimum number provided per annum	n/a	Minimum of 50 secure spaces provided per annum		
<b>Access to a Bike</b>						
<b>Percentage of Camden residents with access to a bicycle in household</b>	Output	LTDS	37% (2016/17)	42% (2024/25)	50% (2041)	Local target so interim date reflects end of Phase 2 of Action Plan
<b>Number of Cycle Hire bikes in Borough</b>	Output	Camden/TfL/Operator (s) data	200 Dockless Bike Hire (DBH) Bikes (2018) 1,820 Santander Cycle Hire docking points (2018)	400 DBH bikes (minimum) by 2024/25 2,000 (minimum) Santander Cycle Hire docking points by 2024/25	TBC	We will assess provision and take up of both types of cycle hire facilities at the end of Phase 2 of the Action Plan and set appropriate revised targets from that point
<b>Cycle Training</b>						
<b>Adults Cycle Training</b>	Output	Number trained per annum – adult cycle training and CCP programmes	We will aim to train a minimum of 150 adults/year to Bikeability level 1; 150 adults/year to Bikeability level 2; and 100 adults/year to Bikeability level 3			
<b>Children Cycle Training</b>	Output	Number trained per annum – schools cycle training and CCP programmes	We will aim to train a minimum of 400 children/year to Bikeability level 1 and 300 children/year to Bikeability level 2			

2022 Plan Proposal from CCC
Completion of all 'Making Travel Safer in Camden' schemes; <a href="https://www.sustrans.org.uk/our-blog/get-active/2019/everyday-walking-and-cycling/mindfulness-on-your-commute/">https://www.sustrans.org.uk/our-blog/get-active/2019/everyday-walking-and-cycling/mindfulness-on-your-commute/</a>
By 2030 a Zero waiting list for cycle hanger parking.
By 2025 make cycle training available to every adult who wants it
By 2025 make cycle training available to every child / school