

# Appendix B

## Camden Transport Strategy – Outcomes Monitoring (2025)

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Over the last year, Camden has continued to make good progress in meeting the objectives/outcomes outlined in the Mayor’s Transport Strategy (MTS) and our own targets set out in the Camden Transport Strategy (CTS). This Appendix, as in prior years, provides a summary of our performance against various MTS and CTS indicators based on recent data shared by TfL as well as data collected and maintained by the Council.

We continue to perform well on progressing active travel infrastructure and reducing motor vehicle trips in the borough. Particularly, we have expanded our strategic cycle network such that 61% of borough's population now lives within 400m of a cycle lane. We are starting to see effects of these investments with rising cycle flows being recorded on the network. Our traffic monitoring data shows that cycle flows have increased by 28% between 2023 and 2024 (latest available data at the time of writing this report) — the highest such annual increase recorded since 2006. We have also reduced car ownership to levels surpassing the 2041 MTS target with sustained decrease observed between 2022 and 2023. Walking mode share amongst our residents continues to be particularly strong, increasing further such that 52% of all residents’ trips starting in Camden are undertaken on foot— a 10% increase compared to baseline data. Road transport emissions in the borough have continued to decrease in line with our targets as per our analysis of the latest London Atmospheric Emissions Inventory (LAEI) 2022 data, released in August 2025.

Despite this progress, there are some areas that continue to require ongoing focus over the coming years for us to get on track to meet the MTS and CTS targets. This includes continued (or enhanced) investments and supporting measures to improve road safety, bus performance, and active travel among residents. Killed and Seriously Injured (KSIs) road traffic casualties in the borough have maintained at the same level as 2022. While it's a good sign that pedal cycle and motorcyclist KSIs are recently coming down, pedestrian KSIs have increased compared to 2022; this issue needs increased focus moving forward, including continuing to work closely with TfL to secure improvements to the TfL-managed “TLRN” network in the Borough. While sustainable travel mode share is on the rise, minimum daily active travel is not at the levels needed to meet targets. Our expanded budget for behaviour change programmes, known as Healthy Travel Choices, will aim to address this need over the next 3 years.

Public transport trips have also not fully recovered since the pandemic, meaning that our performance in that regard is below the target set for 2021. This calls for more collaboration with TfL to improve bus performance as identified in the current 3-year delivery plan 2025-28, which included a detailed review of bus performance along with next steps.

Further information of relative progress towards each of our “strategic” and “local” targets is contained in the tables below. Please note that in many cases the most recently available data is not necessarily from 2025 but from prior years; in all cases, the most up to date, validated/authorised data at the time of writing this report has been used.

**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 (by Borough resident) based on average daily trips	<b>85%</b> (2014/15 to 2016/17)	88%	90%	93%	<b>87%* (see notes)</b>	2022/23 to 2023/24	Amber	Sustainable travel in the borough has seen a noticeable jump of 3 percentage points as compared to the pre-pandemic (2017/18 to 2019/20) average of 84%. While we are still below the target set for 2021, the current 3-year CTS Delivery Plan for 2025-28 aims to move us closer to our targets, and the very <a href="#">latest data from TfL</a> indicates that for the period to 2024/25 we are in fact now at 88% (1% higher than 23/24)

MTS Outcome	Metric	Baseline level/ year	Camden Target/Year			Most Recent Data	Most Recent Year of Data	RAG	Notes
			2021	2031	2041				
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%	46%* (see notes)	2022/23 to 2023/24	Amber	While walking and cycling trips in general have increased with better infrastructure, they have not sufficiently so far encouraged a sufficient proportion of residents to do the minimum 20-minutes of active travel per day. However, whilst the two year average 2022/23 to 2023/24 shows a reduction compared to baseline (48% to 46%), in fact the most recent single year of data (23/24) shows an increase to 50%, above the baseline and working towards target levels. We recognise that there is a need to address barriers facing certain groups (women, older and disabled residents etc.), and we intend to more specifically target such groups through our Healthy Travel Choices (HTC) programme. See Figure 7 and Table 4 for more details.

MTS Outcome	Metric	Baseline level/ year	Camden Target/Year			Most Recent Data	Most Recent Year of Data	RAG	Notes
			2021	2031	2041				
	Percentage of population within 400m of a strategic cycle network	0% (2016)	48%	70%	93%	61%	2024	Green	Currently on track. There has been significant (27%) increase in this metric as compared to 2023.
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	103	2024	Amber	<p>KSIs in 2024 have reduced by 43% as compared to the baseline data, however the latest data is still well above the target for 2022. A notable proportion (22%) of these KSIs are concentrated on TfL (TLRN) roads. While pedal cycle KSIs in 2024 have remained the same as compared to 2023, pedestrian and motorcycle KSIs have both decreased by around 25%.</p> <p>Refer to Figure 1 and Figure 2 for KSI trends on borough and TfL roads and comparison with Inner</p>

MTS Outcome	Metric	Baseline level/ year	Camden Target/Year			Most Recent Data	Most Recent Year of Data	RAG	Notes
			2021	2031	2041				
									London and Greater London average.
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	508m (2016)	450m	n/a	360m – 382m	441m	2023	Green	<p>The latest data in 2023 shows a marginal reduction over 2022 figures.</p> <p>While we are slightly behind our own (Camden) target for 2021, we are on track to meet the MTS targets.</p>
	Annual vehicle kilometres (millions) driven in Camden (all trips) – Camden target	508m (2016)	405m – 428m	371m – 394m	339-360m	441m	2023	Amber	<p>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.</p> <p>Our own annual monitoring data, from 62 locations indicates a much greater reduction in km</p>

MTS Outcome	Metric	Baseline level/ year	Camden Target/Year			Most Recent Data	Most Recent Year of Data	RAG	Notes
			2021	2031	2041				
									driven since the baseline year of 2016.  Refer to Figures 3 and 4 for changes in motor vehicle traffic and ownership as per our own annual traffic monitoring and national data.
	Number of cars owned (TfL mandatory target)	<b>55,102</b> (2016)	47,600	46,650	45,700	<b>43,696</b>	2023	Green	The 2041 target has already been met, and exceeded, based on latest 2023 data for the MTS-set target.
	Number of cars owned (Camden target)	<b>55,102</b> (2016)	47,600	43,550	39,500	<b>43,696</b>	2023	Green	We are also on track to meet our own (Camden) stretch targets for 2031 and 2041.
London's streets will be clean and green	CO2 emissions (in tonnes) from road transport	<b>159,800</b> (2013)	129,200	80,600	32,000	<b>120,950</b>	2022	Green	Latest data from LAEI for 2022 released in August 2025 shows that emissions from road transport in Camden have continued to decrease.
	NOx emissions	<b>660</b> (2013)	190	110	30	<b>224</b>	2022	Amber	

MTS Outcome	Metric	Baseline level/ year	Camden Target/Year			Most Recent Data	Most Recent Year of Data	RAG	Notes
			2021	2031	2041				
	(in tonnes) from road transport								<p>Compared to baseline data (2016), NOx emissions are now down by 64%, CO2 by 31%, PM10 by 44%, and PM2.5 by 52%.</p> <p>See Table 3 and Figure 6 for changes in road transport emissions between 2016, 2019, and 2022.</p>
	PM10 emissions (in tonnes) from road transport	51 (2013)	36	28	20	30	2022	Green	
	PM2.5 emissions (in tonnes) from road transport	30 (2013)	17	13.5	10	14	2022	Green	
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	158,000	2022/23 to 2023/24	Red	<p>This is a marginal increase as compared to the figure in 2022/23 (150k). Public transport trips have been impacted by an overall reduction in commute trips after the pandemic (with increase in work from home).</p> <p>The reduction in public transport trips post-pandemic in Camden is in line with reductions</p>

MTS Outcome	Metric	Baseline level/ year	Camden Target/Year			Most Recent Data	Most Recent Year of Data	RAG	Notes
			2021	2031	2041				
									observed broadly in inner London.
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	<b>12 mins.</b> difference (2015)	n/a	n/a	5 minutes difference	<b>8.7 mins.</b>	2023	Green	While we are generally on track to meet this target, we have slightly regressed on this metric as compared to 2022. We are working closely with TfL to expand step-free access across our stations.
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	2023/24	Green	On track to meet 2041 target



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

Indicator (Source)	Baseline 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)	<b>3.60%</b>	2014/15 to 2016/17	7.5% (by 2024/25)	10%	15%	<b>4.7%</b>	2022/23 to 2023/24	Amber	While the percentage of trips made by foot has seen an increase, pedal cycle trips seem to have come down marginally from prior year as per the latest LTDS data. <sup>1</sup>  Our own traffic monitoring data, however, shows that cycle flows at 62 measured locations have gone up by 28% between 2023 and 2024. See figure 5 for more details.
Percentage of residents' trips made on foot (LTDS)	<b>42%</b>	2014/15 to 2016/17	44% (by 2021)	47%	50%	<b>52%</b>	2022/23 to 2023/24	Green	
Percentage of residents' trips made by car (LTDS)	<b>13%</b>	2014/15 to 2016/17	12% (2021)	8%	5%	<b>12%</b>	2022/23 to 2023/24	Amber	
Percentage of journeys to school made by	<b>2%</b>	2014-2017	6% (by 2024/25)	8%	12%	<b>5%</b>	2024/25	Green	Currently broadly on track

<sup>1</sup> LTDS (London Travel Demand Survey) is informed by surveys with 8000 randomly selected households across London. Given the small sample size and likely sample size variations across boroughs, it must be noted that mode share data at the borough-level is indicative rather than precise.

Indicator (Source)	Baseline 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
bike (STARs surveys)									
Percentage of journeys to school made by walking/scooting (STARs surveys)	<b>40%</b>	2014-2017	43% (by 2021)	47%	50%	<b>49%</b>	2024/25	Green	Currently on track
Percentage of schools with STARs accredited Travel Plans (STARs data)	<b>43%</b>	2017	50% (2021)	67%	75%	<b>32%</b>	2024	Red	Further work is required to increase the percentage of STARs accredited schools; dedicated resources are in place to assist with this programme
Total road casualties (KSIs and slights) (STATS19)	<b>1015</b>	2014-2016	743 (by 2021)	403	199	<b>725</b>	2024	Amber	Pedestrian and motorcyclist KSIs have come down as compared to 2023, pointing to some

Indicator (Source)	Baseline 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 <sup>2</sup>	14 (by 2024/25)	9	0	34	2024	Red	progress that we have made over the year to expand active travel infrastructure and healthy street schemes which have the effect of reducing speeds and making travel safer for all users. However, pedal cyclist KSIs have remained the same as prior year. These were largely concentrated around Euston Rd, Midland Rd, Pentonville Rd, and New Oxford St/ Bloomsbury area.  In our latest 3-year delivery plan for 2025-28,
Pedestrian Killed and Seriously Injured (STATS19)	31	2014-2016 <sup>3</sup>	25 (2021)	12	0	39	2024	Red	
Motorcyclists Killed and Seriously Injured (STATS19)	22	2019-23 <sup>4</sup>	8 (2028)	4	0	15	2024	Green	

<sup>2</sup> Note that a (2014-2016) baseline is used to measure progress against Camden's road danger reduction targets, whereas a (2010-14) baseline is used to measure progress against Mayor's road danger reduction targets.

<sup>3</sup> Note that a (2014-2016) baseline is used to measure progress against Camden's road danger reduction targets, whereas a (2010-14) baseline is used to measure progress against Mayor's road danger reduction targets.

<sup>4</sup> The target for motorcycle KSIs was set in 2024 as part of the latest CTS Delivery Plan for 2025-28, so a more recent baseline of (2019-23) was used.

Indicator (Source)	Baseline 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
									<p>we have included a new target for motorcyclists (also a vulnerable road user group). We will continue to track this target as part of our annual updates.</p> <p>Refer to footnotes 2, 3, and 4 for more details on the baseline used to measure progress against these targets.</p> <p>As shown in Figures 1 and 2, pedal cycle, motorcycle, and pedestrian KSIs are on a declining trend and have reduced by 33%, 63% and 43%, respectively, as compared to the TfL baseline of 2010-14.</p>

Indicator (Source)	Baseline 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)	362,318	2017	<p>Reductions to (and % reduction to baseline):</p> <p><b>2021:</b> 344,202 to 326,086 (5%-10%)</p> <p><b>2031:</b> 317,028 to 298,912 (12.5%-17.5%)</p> <p><b>2041:</b> 289,854 to 271,738 (20%-25%)</p>			293,379	2024	Green	<p>On track to meet target—in fact most recent data has exceeded the 2031 stretch target of a 17.5% reduction in motor traffic flows compared to baseline; motor traffic flows fell by 19%.</p> <p>Motor traffic flows have increased slightly (4%) in 2024 as compared to the 2023 data. This increase primarily corresponds to an increase in bus/ coach traffic. Despite this minor increase, it is clear that motor traffic volumes are coming down as compared to the pre-pandemic levels.</p> <p>Refer to Figures 2 and 3 for a more detailed</p>

Indicator (Source)	Baseline 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
									analysis of motor traffic flows in Camden.
Percentage of households in Camden who do not own a car (LTDS)	<b>65%</b>	2016/17	68% (2021)	76%	83%	<b>71%</b>	2022/23 to 2023/24	Green	Baseline was taken from TfL's London Travel Demand Survey.  We are on track to meet the targets.

### **Additional note on KSI trends in Camden:**

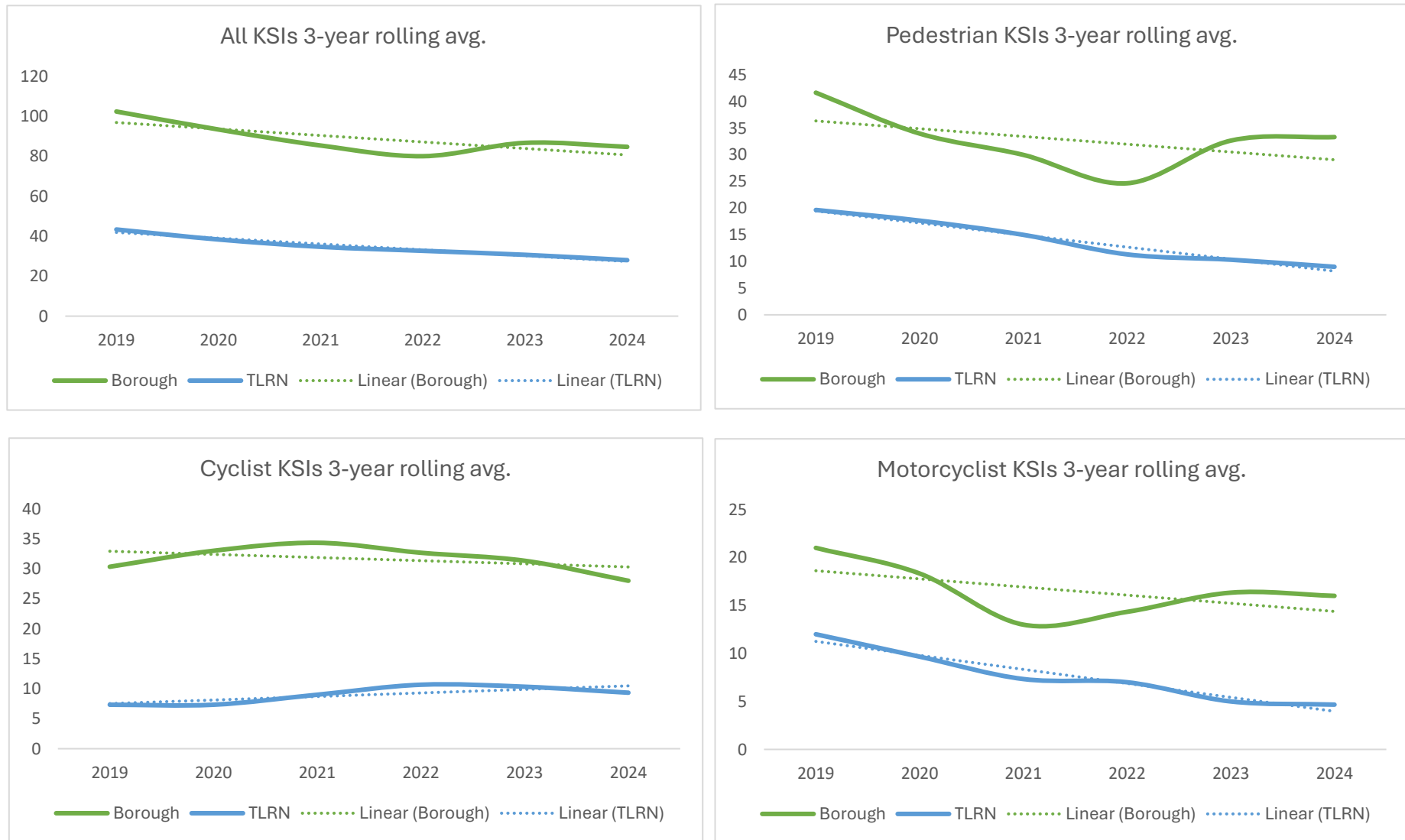
The charts below in Figure 1 show 3-year rolling averages of KSIs on TLRN (TfL-managed) and borough roads for the period between 2019 and 2024. Given the relatively small number of KSIs, yearly data fluctuates within a range and doesn't accurately depict the overall trend in KSIs. We have, therefore, used 3-year rolling averages to show KSI trends.

It is a positive sign that KSIs in general are on a declining trend across TLRN and borough roads. Pedestrian collisions seem to be declining more consistently on the TLRN as compared to borough roads. There had been a noticeable spike in pedestrian collisions in 2023 on borough roads. 2024 saw a reversal of that trend.

Cyclist KSIs have been reducing consistently on borough roads after an increase during the pandemic. On the TLRN, cyclist KSIs are slightly on the upward trend, however, it has stabilised more recently.

Motorcyclist KSIs have been declining across TLRN and borough roads. Post-pandemic, KSIs saw a small increase on borough roads. This trend is now reversing.

Figure 1: KSI trends on TLRN and borough roads (2019-2024)



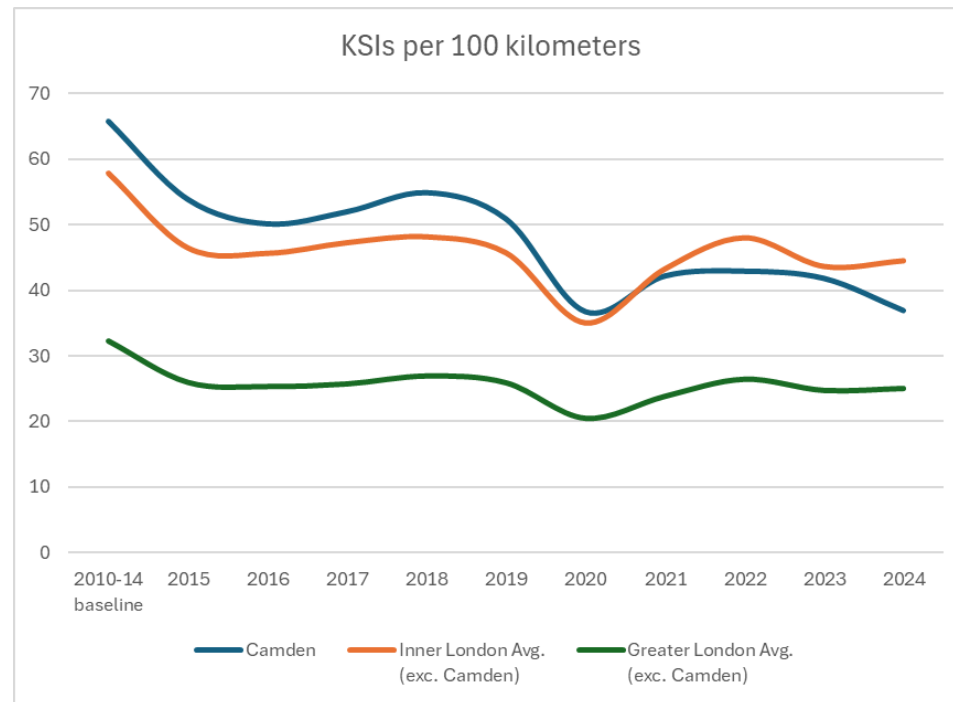


## KSIs in Camden as compared to inner London and Greater London average.

KSIs (per 100 kilometres) in Camden have been slightly higher than the inner London average until the pandemic, but that trend has reversed since then. As seen in Figure 2 below, KSIs in Camden have bounced back at a slower rate as compared to the inner London average after the pandemic. In 2024, Camden saw a reversal of KSIs to the pandemic level (2020), whereas KSIs in Inner London (excl. Camden) were 27% higher as compared to the pandemic lows.

This reduction is consistent across most modes. As compared to the baseline (2010-2014 avg.) and 2023, KSIs in Camden in 2024 have seen reductions that surpassed the inner London levels across all modes, as per the table on the right hand side below.

Figure 2: KSI trends in Camden compared to Inner London and Greater London averages.



	Camden		Inner London	
	2024 (% reduction from baseline)	2024 (% reduction from 2023)	2024 (% reduction from baseline)	2024 (% reduction from 2023)
Bus Or Coach	-32%	67%	-37%	-6%
Car	-68%	100%	-45%	28%
Goods Vehicle	-100%	—	-57%	-50%
Motorcycle	-63%	-25%	-38%	3%
Other Vehicle	1400%	-25%	393%	-5%
Pedal Cycle	-33%	0%	8%	10%
Pedestrian	-43%	-24%	-29%	-7%
Private Hire	—	-50%	—	-64%
Taxi	5%	—	-65%	-43%
<b>Total</b>	<b>-43%</b>	<b>-11%</b>	<b>-22%</b>	<b>2%</b>

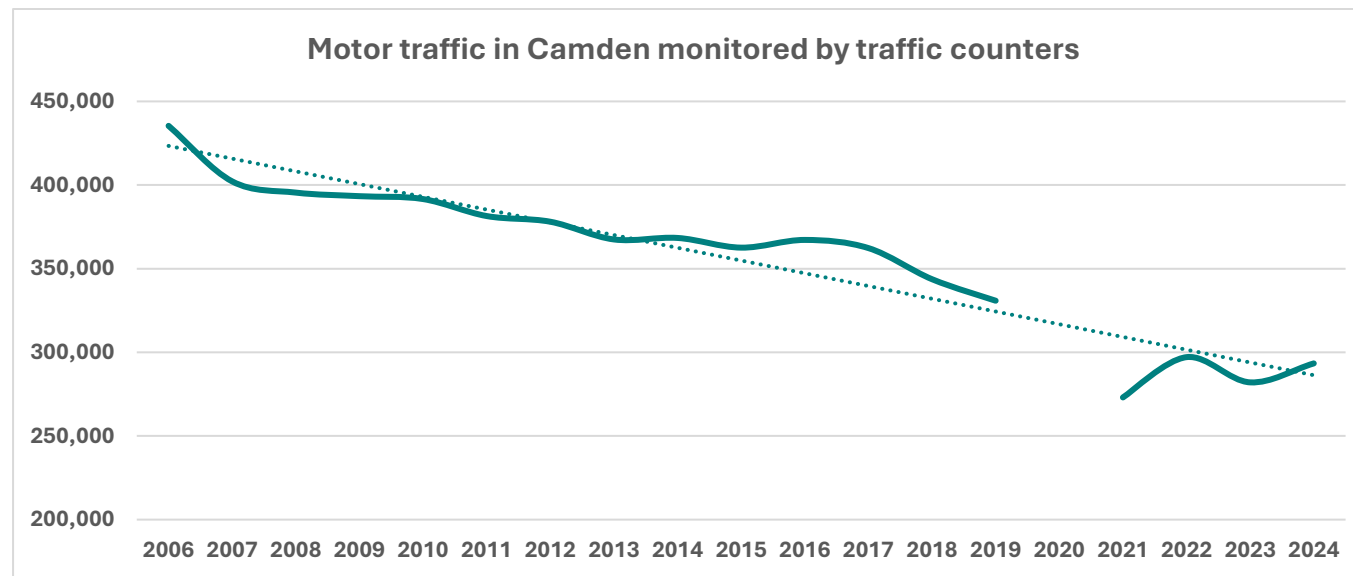
### Additional note on traffic flows, motor vehicle ownership, and annual vehicle kilometers in Camden

Motor traffic flows have been reducing steadily as observed by our own traffic sensors, which collect data from 62 locations across the borough. Between 2006 and 2024 (latest available data at the time of this report), motor traffic flows fell by 33% in the borough. The trends have varied slightly before, during, and after the pandemic as outlined below:

- Before the pandemic, between 2015 and 2019, traffic flows reduced at an average annual rate of 2%.
- During the pandemic, between 2019 and 2021, traffic flows fell by 17%. The data is missing for 2020, due to the pandemic.
- Right after the pandemic, in 2022, motor traffic flows increased by 9%. This indicates a reversal to the status quo after the pandemic

In 2023 traffic flow continued to fall by 5%; however, there was a minor increase in 2024, when traffic flows increased by 4%. The increase in traffic flows in 2024 largely corresponds to increases in bus/ coach traffic and small increases in car and motorcycle traffic.

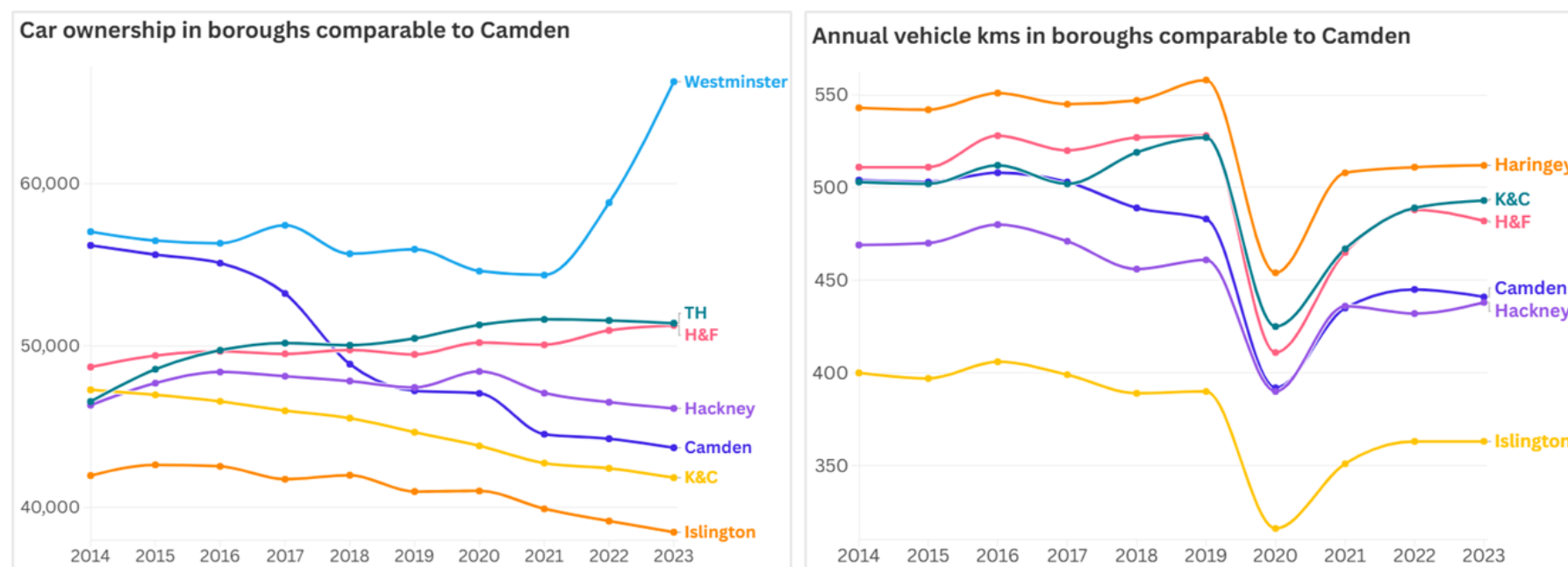
Figure 3: Motor traffic flows in Camden (2006 – 2024)



Car ownership has reduced steadily in Camden over the years, reducing by 21% between 2016 and 2023. Camden has seen the highest car ownership reduction as compared to all other inner London boroughs and has seen double the reduction observed in Kensington and Chelsea, the borough with the second highest reduction.

Change in annual vehicle kilometres in Camden has followed wider trends in inner London. Camden saw a 19% dip in annual vehicle kms between 2019 and 2020 and a 13% increase between 2020 and 2024. These fluctuations were near the average observed for other inner London boroughs.

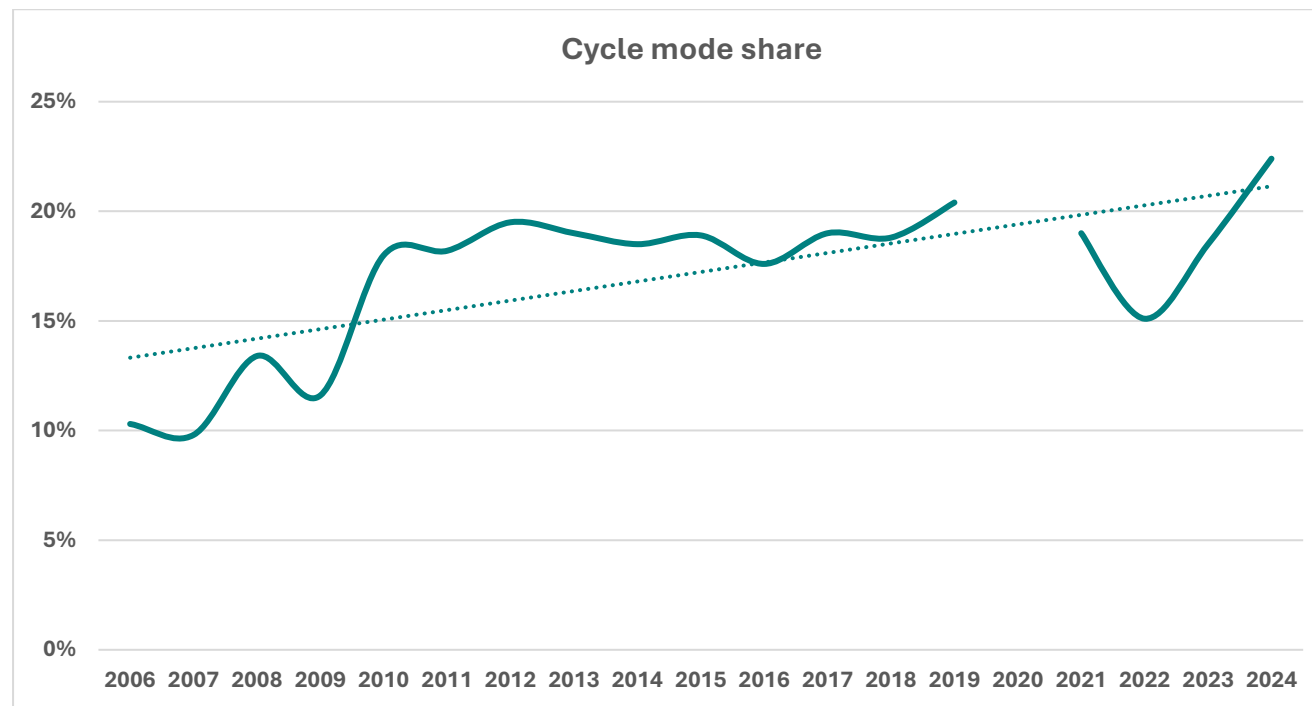
Figure 4: Car ownership and annual vehicle kms in Camden as compared to other boroughs (2014– 2023)



### Additional note on cycle flows in Camden

Camden has 24 video monitoring stations recording cycle flows 24hrs a day. As shown below, cycle flows (ie as a proportion of total traffic flows) have been increasing except for a minor disruption during the pandemic. After a dip in cycle flows in the borough during the pandemic years of 2021 and 2022, cycle flows bounced back strongly in 2023 and 2024. There was a 28% increase in cycle flows between 2023 and 2024. As a proportion of total vehicle trips, cycle trips increased from 15% in 2023 to 18% in 2024.<sup>5</sup> Between 2006 and 2024, cycling mode share (ie as a proportion of total vehicle trips) increased by 10 percentage points (as it went from 8% to 18%).

Figure 5: Cycle traffic flows in Camden (2006 – 2024)



<sup>5</sup> This doesn't represent the mode share of cycling in the borough as the trips monitored and counted by the sensors don't include walking trips. This is only an indication of cycling mode share among motorised trips in Camden.

### Road transport emissions analysis as per latest LAEI (2022) data<sup>6</sup>

Latest LAEI data released in 2022 shows that emissions across different pollutant types continued to reduce. Compared to baseline data of 2016, NO<sub>x</sub> emissions have dropped by 64%, PM<sub>2.5</sub> emissions by 52%, PM<sub>10</sub> emissions by 44%, and CO<sub>2</sub> emissions by 31%. These are sustained drops over emissions in 2019.

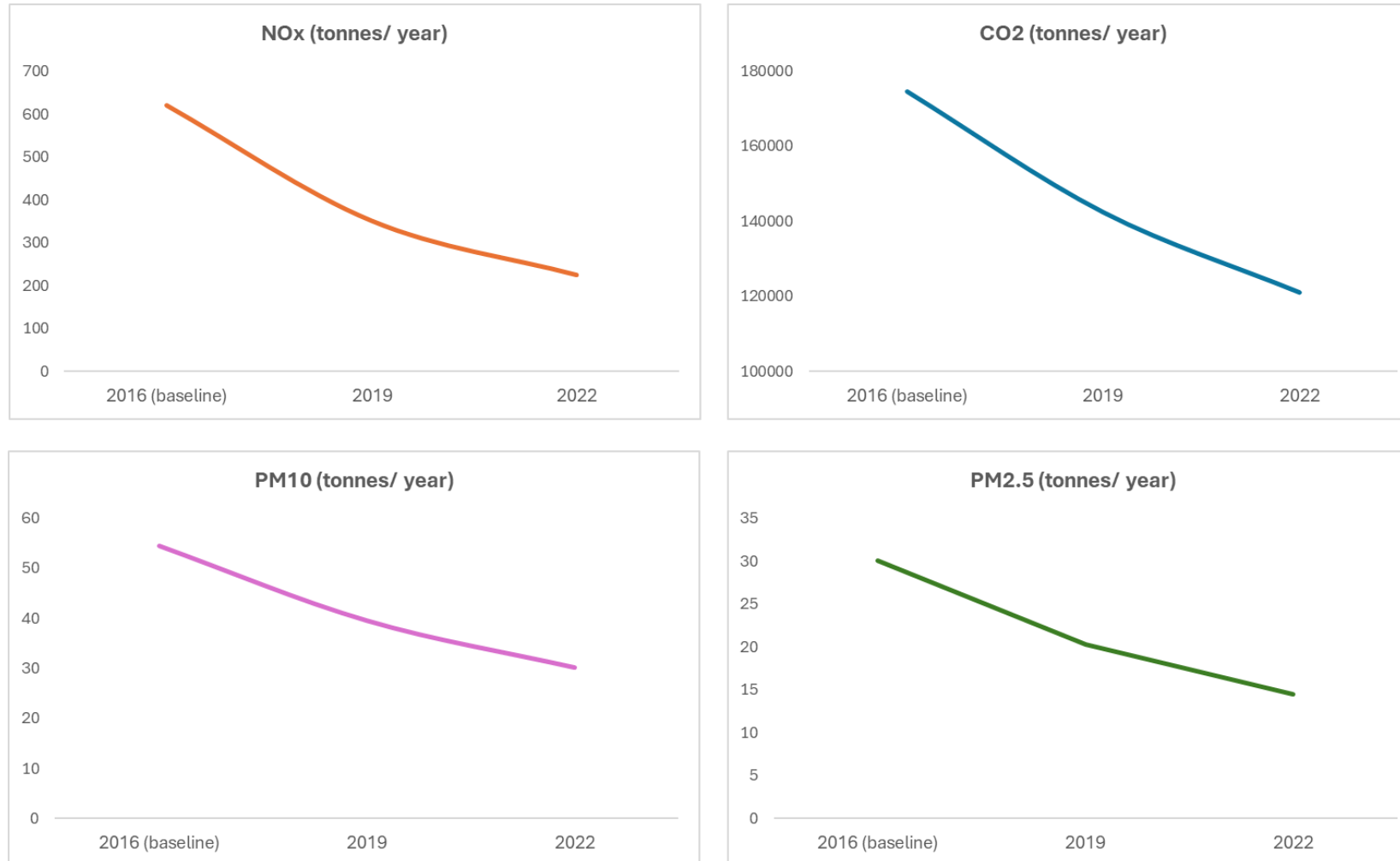
Table 3: Road transport emissions in Camden (LAEI 2016, 2019, and 2022)

Road transport emissions in Camden (tonnes/ year)					
	2016 (baseline)	2019	2022	% change from baseline (2016)	% change from previous LAEI data (2019)
<b>NO<sub>x</sub></b>	621	351	224	<b>-64%</b>	<b>-36%</b>
<b>CO<sub>2</sub></b>	174563	142345	120950	<b>-31%</b>	<b>-15%</b>
<b>PM<sub>10</sub></b>	54	40	30	<b>-44%</b>	<b>-24%</b>
<b>PM<sub>2.5</sub></b>	30	20	14	<b>-52%</b>	<b>-29%</b>

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<sup>6</sup> London Atmospheric Emissions Inventory [LAEI 2022](#), August 2025

Figure 6: Changes in road transport emissions across different pollutants

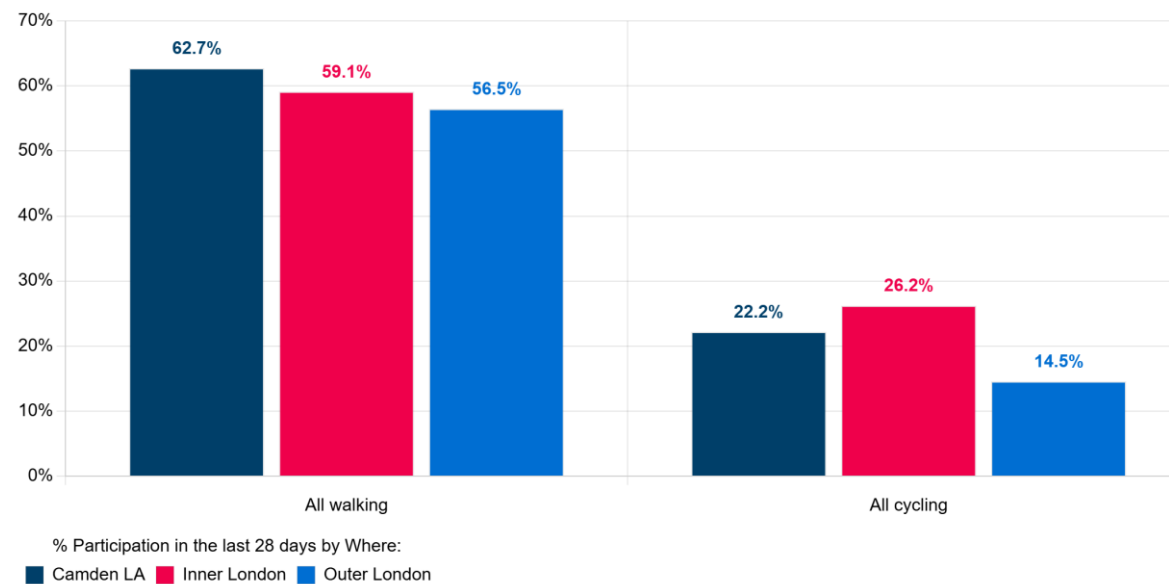


## Walking and cycling activity levels in Camden

According to the latest data from Sport England, about 63% of the population in Camden participated in a walking activity at least twice in the last 28 days. This is higher than the averages for Inner and Outer London. About 22% of Camden's population reported that they participated in a cycling activity at least twice in the last 28 days. See Figure 7 for more details.

Walking and cycling activity have shown a stable trend across the years as seen in Table 4. Walking activity saw a dip during the pandemic but has recovered since then, and our latest walking activity figures for 2023/24 are above the inner London average (both for leisure and travel). Cycling activity, on the other hand, increased significantly during the pandemic and has broadly sustained those levels following that, albeit still below the inner London average.

Figure 7: Walking and cycling activity at least twice in the last 28 days in Nov 2023/24 (% of population)<sup>7</sup>



<sup>7</sup> The data and charts used in this section are taken from the [Active Lives Adult Survey](#) data published by Sport England in May 2025. The sample size of this survey is approximately 175,000 people across England each year. The Camden-level walking and cycling survey data is typically informed by 300 to 600 respondents each year.

Table 4: Walking and cycling activity at least twice in the last 28 days (% of population), Active Lives Surveys to 2023/24

Activity	Camden					
	Nov 18-19	Nov 19-20	Nov 20-21	Nov 21-22	Nov 22-23	Nov 23-24
Cycling for leisure and sport	12.4%	16.5%	17.9%	19.0%	16.7%	15.2%
Cycling for travel	13.6%	14.1%	16.1%	14.5%	13.7%	16.3%
Walking for leisure	41.3%	38.9%	47.3%	46.6%	42.7%	47.7%
Walking for travel	48.6%	34.1%	37.7%	40.4%	45.6%	45.0%
<b>All walking</b>	<b>64.9%</b>	<b>55.8%</b>	<b>62.7%</b>	<b>61.4%</b>	<b>62.9%</b>	<b>62.7%</b>
<b>All cycling</b>	<b>18.7%</b>	<b>23.4%</b>	<b>25.6%</b>	<b>25.1%</b>	<b>23.2%</b>	<b>22.2%</b>