

Camden Transport Strategy

Walking & Accessibility Action Plan



1. Purpose of the Walking & Accessibility Action Plan (WAAP)

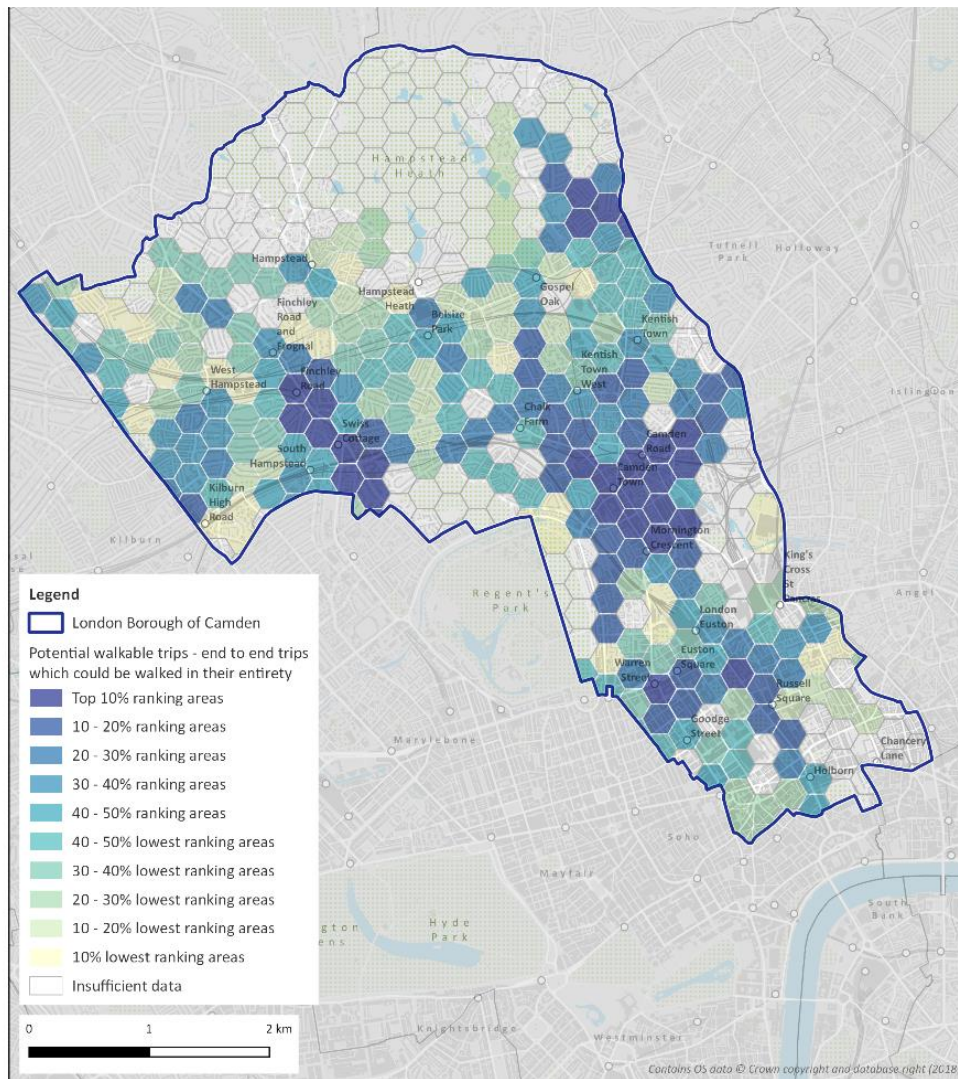
- 1.1. Increasing walking levels and enhancing accessibility are core goals in themselves and also support meeting a variety of objectives within the draft Camden Transport Strategy (CTS) – including improving the health of residents and visitors to the Borough, reducing congestion and supporting regeneration and the local economy. The case for more walking and improved accessibility, and the challenges and opportunities that exist in the Borough, are set out in the CTS and supporting Evidence Base Report.
- 1.2. This Walking & Accessibility Action Plan (WAAP) aims to pull together the policies and actions contained in the CTS. In doing so, it will support all 7 strategic objectives outlined in the CTS, and help deliver the following additional specific outcomes:
 - (i) Increasing walking levels in Camden for all types of journeys – to work, to education, to transport and activity hubs, and for recreation
 - (ii) Providing high quality and fully accessible public realm that is safe, legible, convenient and tackles barriers to walking
 - (iii) Delivering successful behaviour change and education/awareness campaigns that contribute to enhanced road safety for pedestrians and vulnerable road users
 - (iv) Improving the accessibility of the transport network in Camden to increase opportunities for all users, and particularly for those people with physical and/or learning difficulties
- 1.3. In delivering a variety of policies and measures our ambition is for half of all trips made by Camden residents to be walked by 2041.

2. Current walking and accessibility levels and targets

- 2.1. As outlined in the CTS, walking already accounts for 42% of journeys made by residents in the Borough – the highest level in London outside the City of London. The Borough also has relatively high levels of walking for specific purposes – for example, around a third of trips to employment destinations, and two thirds of trips to educational establishments, are made on foot by Camden residents.
- 2.2. There is scope to increase walking levels further, and in particular to convert trips currently made by private vehicle and/or short distance public transport trips either coming into or starting in the Borough. For example, 41% of car trips originating in the Borough are less than 2km – distances which can be relatively easily switched to walking. Analysis by TfL estimates that around 4/5 of the total trips originating in the Borough which could be walked are being done so. Fulfilling the extra walking trips by Camden residents, and by

visitors, requires a careful assessment of the walking potential of each area of the Borough. This has been mapped as per Figure W1 below, which shows areas with the highest potential for converting end to end journeys from other modes to walking trips. This data has been used as one indicator in establishing priority locations for our transformational ‘Area Based Scheme’ and Liveable Neighbourhood projects:

Figure W1: Potentially walkable (end to end) trips in Camden by ranked area



2.3. Increasing walking levels in Camden will help contribute towards both our own mode share targets and the wider Mayor’s Transport Strategy (MTS) target for 80% of journeys in London to be made by sustainable modes by 2041. For Camden, this target is 93%. In addition, this WAAP will contribute towards Camden’s targets, as set out in the MTS, for meeting the London-wide goal of 70% of Londoners doing at least 20 minutes of active travel per day by 2041.

- 2.4. This Plan sets out our ambition to increase residents mode share by walking to account for half of all trips by 2041 (from 42% in 2017) and reduce pedestrian Killed and Seriously Injured (KSI) casualties on our roads from 31 (2014-2016, latest data) to zero by 2041.
- 2.5. Capturing walking ‘flow’ data at a Borough-wide level is complex and instead there has been, and will continue to be, a focus on walking mode share as a means of measuring changes in walking levels. However, where we are undertaking significant public realm upgrades in more localised areas where such information can be obtained, walking flow data will be captured before and after scheme implementation in order to measure changes in walking levels in that locality.
- 2.6. The CTS also identifies poor current transport accessibility levels in parts of the Borough, and specifically the lack of step-free access to many of our Underground/Rail networks. This WAAP contains specific actions to improve that situation over the timescale of the CTS.

3. Measures and Actions

- 3.1. The aspirations to increase walking levels, and improve accessibility of the public realm and connections to the transport network, will be achieved via a combination of infrastructure improvements that create better streets for walking, and supporting measures. This is set out in the sections below.

(A) Infrastructure Improvements

- 3.2. We will improve conditions for pedestrians, wheelchair users, people pushing buggies and all other users to help deliver the ‘Healthy Streets’ concept, wherever possible, across the Borough. This will be achieved through delivering the broad actions outlined in Table 2, below. Details are in Appendix A for the first three year Action Plan (2019/20 to 2021) which will be updated on a 3-yearly cycle.

Table 2: WAAP Infrastructure Action Typologies/Details

| Infrastructure Action | Details/summary |
|--|--|
| Area-wide streetscape and public realm transformations | Enhancing our streetscape, footways and public realm to improve the environment for pedestrians through both Council and developer-led schemes, including the Council’s own ‘Area Based Schemes’ and TfL-supported but Council-delivered ‘Liveable Neighbourhood’ programmes |
| Localised interventions to prioritise pedestrians, | Localised interventions will include: <ul style="list-style-type: none"> • Prioritising pedestrian movements over motorised traffic wherever feasible, for example by delivering ‘continuous footways’ at the entrance/exit points of side roads onto |

| Infrastructure Action | Details/summary |
|--|--|
| improve road safety and enhance connectivity | <p>the main road networks, creating new/improved crossings that reflect pedestrian desire lines, working with TfL to reduce wait times for pedestrians at signalised crossings and installing 'Countdown' facilities, and minimising disruptions to pavements when utilities/other streetworks are required;</p> <ul style="list-style-type: none"> • Improving safety for pedestrians by targeting road safety improvements on streets with high actual and/or perceived levels of collisions/danger for vulnerable road users and specific measures in and around schools to both improve road safety and enable increased walking to school; • Upgrading connections for pedestrians between rail/tube stations to enable walking and relieve overcrowded public transport networks and; • Delivering infrastructure improvements, such as those noted above, that provide additional benefits to those in wheelchairs/pushing buggies |
| Reducing traffic dominance and severance | Schemes to reduce traffic flows, particularly on residential streets, to in turn enable and encourage increased walking levels and other active travel modes. This will include, but is not limited to, permanent/timed restrictions for motor vehicles and incorporates Healthy School Streets and Play Streets initiatives |
| Upgrading open space and off-highway locations | Supporting off-highway schemes that enable increased walking levels, including improvements to/on the Regent's Canal, the Camden Highline and through our parks and open spaces; |
| Improving Legibility and wayfinding | Improved wayfinding signage through the use of the Legible London system to provide a better understanding of the local environment, walking routes and connections between destinations |
| Decluttering | <p>Decluttering our streets, removing unnecessary signage and guard railing and rationalising street furniture to improve useable space for pedestrians. We will update and upgrade our policies to keep footways clear of clutter and obstructions (such as 'A-boards', Tables and Chairs and other activities requiring a licence for use of the footway, and encroachment of shop fronts onto public footway spaces), as well as issues concerning kiosks, planters, and other infringement on pedestrian space.</p> <p>We will ensure that – wherever possible – new Electric Vehicle charging point infrastructure requiring standalone equipment, and new on-street cycle stands, are located in the carriageway rather than the footway to preserve pedestrian space.</p> |

| Infrastructure Action | Details/summary |
|--|---|
| | In decluttering our footways and areas of public realm we will adhere to best practice guidelines to ensure minimum required widths are provided for wheelchair users/people pushing buggies |
| Maintaining | Ensuring our footways and public realm are well maintained and well lit, to help ensure safety and security |
| Enhancing Accessibility and delivering to high standards | <p>Enhancing the accessibility and attractiveness of 'gateway' points to public transport and improving access to our town centres/trip attractors;</p> <p>Ensuring designs for all new schemes consider the design guidance for walking due to be published by TfL in 2019 and use the Healthy Streets Check for Designers on appropriate schemes and;</p> <p>Lobbying and working with external partners to improve step-free access to Tube and rail stations in the Borough</p> |

- 3.3. A key focus of our work to enhance facilities for pedestrians will be in our 'area based schemes' and 'liveable neighbourhoods' programmes. These tend to focus on town centres/corridors of activity (such as high streets) within the Borough with significant levels of footfall. Priority locations for these schemes have been identified using a criteria, as set out in the CTS Delivery Plan (chapter 4 of the CTS), that includes both the 'walking propensity' of an area, levels of public transport accessibility, and demographic information including the age/numbers of disabled residents in each area. Details of those priority schemes are in Appendix A for the first phase of this Plan and include proposed schemes in the Camden Town, Kentish Town and Holborn areas.

Figure W2: Creating places for people: Princes Circus, as part of the West End Project



- 3.4. Whilst every street and open space in the Borough forms part of Camden's walking network, there are often problems within that network for many pedestrians and vulnerable road users. In order to guide the details of interventions, we will commission and carry out street audits within a 1km radius of stations and town centres across the Borough (as defined by the Local Plan), identifying issues with the pedestrian infrastructure and providing funding to address those problems. These audits will also be used to feed into priorities for new development sites/Masterplan areas and for improvements via developer contributions/area based schemes.
- 3.5. The audits will be prioritised in (i) areas with known high 'propensity to walk' (using existing TfL data), (ii) where there are known schemes coming forward that an audit can contribute to and/or known accessibility/severance issues and (iii) areas where the public transport network is at or over capacity and there is scope for switching from those networks to walking trips.
- 3.6. To enhance accessibility to the transport network, we will work closely with TfL to ensure the planned and budgeted step-free upgrades for Holborn and Camden Town underground stations are completed on-time, and continue to lobby TfL, Network Rail and transport operators to improve step-free access to other stations in the Borough.
- 3.7. We will also carry out our own study into which of the remaining stations in the Borough which do not have step-free access should be prioritised based on specific local details, rather than purely TfL's operational/budget considerations. This will include criteria such as local trip attractors, the percentage of elderly people and people with disabilities in each area, as well

as the presence of organisations and facilities supporting those groups in local areas.

- 3.8. On completion of the Kilburn High Road scheme in 2019/20, all of the Borough's bus stops will be fully accessible and any new bus stops created moving forward will be to those same standards.
- 3.9. We will also look to improve accessibility and legibility between public transport stations in the Borough, which enable both better interchange opportunities at street-level and help convert trips from overcrowded public transport journeys to walking. Priorities will include improved connectivity between, between Euston and St Pancras, and between Kentish Town West and Kentish Town stations. Better street-level interchange between Kilburn and Brondesbury will also be facilitated through the Kilburn Area Based Scheme, and wayfinding improvements between stations will also take place in the central part of Camden where there are short walking distances between stations.

Figure W3: Legible London will continue to be rolled out in the Borough to improve wayfinding



(B) Supporting Measures

3.10. Supporting measures will include:

- Encouraging increased walking (and specifically replacing motorised/public transport trips) through Travel Planning actions with schools, universities, businesses and residential developments in the Borough
- Working closely with TfL to introduce a range of campaigns and initiatives to encourage people to switch from overcrowded public transport networks to walking, particularly in the central London part of Camden – building on previous initiatives such as better information and upgraded links to facilitate walking between Holborn and Covent Garden/Leicester Square.
- Continuing to roll out our ‘Pedestrian Skills’ training for children at schools across the Borough, empowering children with the knowledge and skills to stay safe on the roads whether they are walking to school or for other purposes, and a range of other road safety behaviour change interventions (for full details see Road Safety Action Plan).

Figure W4: Pedestrian skills training for children in Camden forms a part of our road safety education and awareness programme



- Working with groups representing elderly people, walking groups and mobility impaired groups to help inform designs, particularly on larger schemes with substantial changes to the public realm
- Promoting and supporting Led Walks, Health Walks and other public health walking initiatives in the Borough, including those run by external organisations to the Council. The Council’s Sports and Physical Activity services manage the Camden Health Walks, with well-established walks based at Hampstead Heath, Parliament Hill, and Regent’s Park. Closed group walks are also run by Camden Carers and a learning disabilities group at Queen’s Crescent. An average of 60 people currently take part in the walks each week, and the locations and reach of these walks is being expanded.

4. Funding

- 4.1. The context to the Walking and Accessibility Action Plan is that of a challenging and limited funding environment. Prioritisation of funding is therefore important in order to deliver value for money schemes that contribute to the outcomes of the Plan and help meet targets being set.
- 4.2. Potential to increase walking levels, as well as current levels of accessibility to public transport, are two of the seven criteria/indicators used to help prioritise the 'Area Based Schemes' funded through the LIP programme (see Delivery Plan section). Those schemes will seek to deliver benefits for vulnerable road users, including pedestrians, as a priority intervention.
- 4.3. In addition ring-fenced funding is allocated in the Delivery Plan in the first phase of the Action Plan (2019/20 and 2021/22) for delivering bespoke walking projects outside of wider Area Based Schemes/other programmes. This will include delivering schemes identified through walking audits (see section 3) which do not form part of other projects, and via residents/stakeholders suggestions. We will also commit to spending half of the discretionary 'Local Transport Fund' part of the LIP for delivering locally-suggested Healthy Streets improvements in the first three year phase of this Plan.
- 4.4. We will also explore all other potential funding sources that can contribute towards delivering the actions in this Plan, including both external (developer contributions, third party funding and additional TfL funding bidding opportunities such as Liveable Neighbourhoods etc.) and internal sources. In addition we will seek to make improvements for pedestrians as part of, and at the same time as, other 'mode specific' funding sources we receive from TfL, including for the Cycle GRID, Quietways and Bus Priority programmes.
- 4.5. In addition, it is recognised that the costs of providing step-free access to rail/Tube stations in the Borough are extremely high, and the council will therefore be seeking external funding sources to deliver those schemes.

5. Monitoring and Review

- 5.1. Progress on delivering the WAAP will be provided as part of the annual CTS progress report. That report will include updates on implementing both the actions in the Plan, and progress towards targets.
- 5.2. Each year the Council will continue to hold quarterly meetings with Living Streets, including reviewing progress against the Action Plan outcomes.
- 5.3. The WAAP will be reviewed in full on a 3 year basis, setting a revised set of Actions and Targets for the period from 2022/23 onwards.

Appendix A: Walking & Accessibility Action Plan

| Action Type | Phase 1 Actions (2019/20 to 2021/22) | Details | Timescale for completion | Expected main outcomes |
|---|---|---|---|---|
| Infrastructure Improvements | | | | |
| Area-wide streetscape and public realm transformations | Kilburn High Road Area Based Scheme | Range of improvements for pedestrians, including widened footways, new crossing points, enhanced wayfinding and continuous footways at selected side roads, as part of wider scheme. | Completion during 2019/20 | Increased walking levels Reduced road casualties |
| | Camden Town Area Based Scheme | Development and implementation of scheme to significantly improve the pedestrian and cycling environment on Camden High Street (northern section), Hawley Road and residential streets – all areas which feature prominently in walking potential maps of the Borough | Feasibility study – complete by 2019/20 Implementation – 2020/21 onwards | Increased walking levels Reduced road casualties |
| | Holborn Liveable Neighbourhoods programme | Removal of one-way traffic gyratory (High Holborn & Bloomsbury Way) to create new public spaces, widened footways, improved pedestrian crossings and enhanced public realm. | Scheme developed from April 2019 onwards (subject to outcome of funding bids) | Increased walking levels Reduced road casualties |
| | Kentish Town Area Based Scheme | Improvements for pedestrians and cyclists on Kentish Town Road and neighbouring hinterland areas, delivering Healthy Streets and reducing motor traffic dominance | Feasibility study – complete by 2019/20 Implementation – 2020/21 onwards | Increased walking levels Reduced road casualties |
| | West End Project | Removal of one-way gyratory and widened footways on Tottenham Court Road/reducing dominance of motor traffic plus creation of new parks and areas of public realm e.g. Alfred Place | Completion by March 2020 | Increased walking levels Reduced road casualties |

| Action Type | Phase 1 Actions (2019/20 to 2021/22) | Details | Timescale for completion | Expected main outcomes |
|--|--|--|---|---|
| | Undertake walking audits and implementation of actions | Prioritisation of locations for audits as set out in main section of WAAP. Funding of measures through area-based schemes, bespoke funding and developer contributions | Throughout phase 1 (2019/20 to 2021/22) | Increased walking levels Reduced road casualties |
| Localised interventions to prioritise pedestrians, improve road safety and enhance connectivity | Identify priority locations (including via walking audits) and implement rolling programme of 'Pedestrian Countdown at Traffic Signals' (PCaTS) at all junctions where feasible | Implementation through area-based schemes, bespoke funding and developer contributions | Throughout phase 1 (2019/20 to 2021/22) | Increased walking levels Reduced road casualties |
| | Identify priority locations (including via walking audits) and implement a rolling programme of 'continuous footways'/improved crossings at side road entry treatments wherever feasible | Implementation through area-based schemes, bespoke funding and developer contributions | Throughout phase 1 (2019/20 to 2021/22) | Increased walking levels Reduced road casualties |
| | Link/cell/node improvements for all vulnerable road users, including pedestrians, at locations identified through Borough Road Safety Audit and Road Safety Action Plan | Howland Street and surrounding area York Way improvement scheme (Agar Grove to Goods Way) Includes interventions to slow speeds as part of 20mph Action Plan and other interventions as part of wider Road | Throughout phase 1 (2019/20 to 2021/22) | Increased walking levels Reduced road casualties |

| Action Type | Phase 1 Actions (2019/20 to 2021/22) | Details | Timescale for completion | Expected main outcomes |
|--|--|--|--|--|
| Localised interventions to prioritise pedestrians, improve road safety and enhance connectivity (cont.) | | <p>Safety Action Plan</p> <p>Improvements at TLRN locations delivered by TfL including:</p> <ul style="list-style-type: none"> Camden Street/Camden Road junction Brittania junction (Camden Town) Euston Road/Judd Street King's Cross gyratory improvements | <p>April 2021</p> <p>2020/21</p> <p>2019</p> <p>2022</p> | |
| | Implement a rolling Borough-wide programme of DYs at junctions to improve road safety and accessibility | Enhances opportunities to cross at side roads particularly for those with mobility impairments, and improve sight lines for all vulnerable road users | Throughout phase 1 (2019/20 to 2021/22) | <p>Increased walking levels</p> <p>Reduced road casualties</p> |
| | Implement new pedestrian crossing points at priority locations, including those identified via walking audits and on pedestrian desire lines, and shorter wait times at signalised crossings | <p>New Toucan crossing on Camden Street to be delivered in 2019/20; other locations to be identified in each year of the Plan</p> <p>Work with TfL to identify and prioritise locations in Camden where signalised crossing wait times for pedestrians can be reduced in line with TfL's Walking Action Plan</p> | Throughout phase 1 (2019/20 to 2021/22) | <p>Increased walking levels</p> <p>Reduced road casualties</p> |
| | Enhance connectivity for pedestrians between rail/tube stations across the Borough to increase | Audit/implementation of accessibility/connectivity improvements for pedestrians: | Throughout phase 1 (2019/20 to 2021/22) | <p>Increased walking levels</p> <p>Reduced road</p> |

| Action Type | Phase 1 Actions (2019/20 to 2021/22) | Details | Timescale for completion | Expected main outcomes |
|--|---|--|---|--|
| Localised interventions to prioritise pedestrians, improve road safety and enhance connectivity (cont.) | walking trips instead of overcrowded public transport networks, and to improve accessibility | <ul style="list-style-type: none"> • Across central Camden to encourage walking between stations and relieve overcrowded transport networks • Greening and improvement scheme on Phoenix Road, including to increase connectivity between Euston and St. Pancras • Between Kentish Town and Kentish Town West stations • Others as identified across the Borough | | casualties |
| Reducing traffic dominance and severance | Permanent closures to motor-traffic based on prioritisation of stakeholders requests, and 'timed' closures outside schools/other identified locations. | <p>Deliver at least 3 new Play Streets each year</p> <p>Deliver at least 2 new Healthy School Street timed road closures each year</p> <p>Identification/delivery of other schemes</p> | Throughout phase 1 (2019/20 to 2021/22) | <p>Increased walking levels</p> <p>Reduced road casualties</p> |
| Upgrading open space and off-highway locations | <p>Support the Camden Highline</p> <p>Engage with, and support, improved accessibility to, and across, the Regent's Canal</p> <p>Upgrades to parks and open spaces to enhance attractiveness and use by</p> | <p>Working with and providing support to external partners in delivering this scheme</p> <p>Investigate and implement parallel routes to the Regent's Canal for cyclists to reduce the potential for conflicts on the towpath</p> <p>New crossing points for pedestrians and cyclists across the Regent's Canal including linking Camley Street and</p> | <p>TBC</p> <p>TBC</p> | Increased walking levels |

| Action Type | Phase 1 Actions (2019/20 to 2021/22) | Details | Timescale for completion | Expected main outcomes |
|--|---|--|---|-------------------------------|
| | pedestrians | <p>Granary Street, and others where feasible</p> <p>Investing in our parks and green spaces to maintain and improve accessibility in line with the Green Space Investment Programme</p> | | |
| Improving legibility and wayfinding | Continued roll-out of Legible London wayfinding system and maintenance of existing signs | <p>New schemes to be implemented in west Euston (west of Hampstead Road), extending existing coverage on Grays Inn Road, and Camley Street (connecting to/from new canal bridge)</p> <p>Also to upgrade wayfinding between key destinations including between UCLH and King's Cross (south of Euston Road) and north/south routes such as Covent Garden to the British Museum</p> | Throughout phase 1 (2019/20 to 2021/22) | A legible walking environment |
| Decluttering | We will update, develop and implement a clear, robust and enforceable policy on all aspects of infringements on footway space | <p>Upgrading and implementing these policies will help deliver greater amounts of clear footway space, enhancing accessibility and comfort for pedestrians</p> <p>We will also seek to reduce and rationalise unnecessary street furniture, signs and guard-railing which impede on useable pavements and pedestrian space including actions via audits for area based schemes</p> | Throughout phase 1 (2019/20 to 2021/22) | Improved accessibility |

| Action Type | Phase 1 Actions (2019/20 to 2021/22) | Details | Timescale for completion | Expected main outcomes |
|---|--|--|---|---|
| | | New EVCPs and on-street cycle stands will be placed on the carriageway, not the footway, wherever possible | | |
| Maintaining | Investing in, maintaining and upgrading footways and pedestrian spaces across the Borough | Using developer contributions to improve footways and public realm in the vicinity of new developments as part of highways works measures Utilising Camden's own annual capital budgets for street lighting, drainage, carriageway and footway upgrades | Throughout phase 1 (2019/20 to 2021/22) | Improved accessibility |
| | Minimising disruption and inconvenience for pedestrians caused by works | Working with various contractors to use highway, not footway, for utility works and other maintenance access wherever possible, and providing alternative routes where necessary for pedestrians that are convenient, direct and safe during such works | Throughout phase 1 (2019/20 to 2021/22) | Improved accessibility |
| Enhancing accessibility and delivering to high standards | Implementing the Healthy Streets principles on our highways/streetscape schemes Designing schemes in line with most up to date guidance, including ensuring accessibility considerations are fully taken into account | We will apply a 'Healthy Streets' design check to our transformational 'area based' and 'liveable neighbourhood' schemes – starting with the Kilburn High Road Area Based Scheme in 2019/20 – and apply the Healthy Streets principles to all of our streetscape improvement schemes, including provision of places to stop and rest (benches/seating), shade and shelter, and other facilities to make the street environment more attractive for all | Throughout phase 1 (2019/20 to 2021/22) | Improved accessibility Increased walking levels Reduced road casualties |

| Action Type | Phase 1 Actions (2019/20 to 2021/22) | Details | Timescale for completion | Expected main outcomes |
|---|--|--|---|--|
| | Carrying out a study into Camden's priorities for Step Free Access to underground/rail stations in the Borough | <p>We will use the design guidance for walking being published by TfL in 2019 on all of our infrastructure schemes that impact on pedestrians</p> <p>We will lobby TfL and other relevant stakeholders to upgrade stations with step-free access based on the outcomes of our study</p> | | |
| Behaviour Change/Supporting Measures | | | | |
| Travel Planning | Securing and delivering travel plans through the planning process, and voluntarily with schools | <p>Continuing to secure, review and monitor Travel Plans for new developments in the Borough including actions to increase walking levels</p> <p>Increasing the number of schools in the Borough with STARS accredited Travel Plans from 25% (currently) to 50% of all schools by the end of 2021/22, with a focus on actions to increase walking to school levels. Measures to include promotion of Walk to School Week, and small grants to fund pedometers and materials to encourage more children to walk to school</p> | Throughout phase 1 (2019/20 to 2021/22) | <p>Increased walking levels</p> <p>Reduced road casualties</p> |
| Road Safety/Walking Behaviour Change | Continue to roll out road safety behaviour change programmes with particular focus on | Activities currently being delivered by Camden, and will continue to be, including Pedestrian Skills Training (delivered to around 800 children per | Throughout phase 1 (2019/20 to 2021/22) | <p>Increased walking levels</p> <p>Reduced road</p> |

| Action Type | Phase 1 Actions (2019/20 to 2021/22) | Details | Timescale for completion | Expected main outcomes |
|------------------------------------|--|--|---|--------------------------|
| Interventions | walking | year), the Junior Citizenship scheme, Street Feet (road safety information packs) and Theatre in Education initiatives (using drama to promote road safety measures) | | casualties |
| Health and Led/Guided Walks | Continue to run existing Health Walks and expand scope, reach and locations where feasible | Working in partnership with Public Health, Sports and Physical Activity teams and Health Walks Co-Ordinators to expand the programme and numbers attending to contribute to both transport and wider health objectives | Throughout phase 1 (2019/20 to 2021/22) | Increased walking levels |

Appendix B: Walking Action Plan Targets

| Indicator | Indicator Type | How Measured | Baseline | Interim Target | Long-term Target |
|---|----------------|--------------------------|--------------------------|----------------|------------------|
| Borough-wide walking levels | | | | | |
| Walking mode share | Outcome | LTDS | 42% (2014/15 to 2016/17) | 44% (2021) | 50% (2041) |
| Percentage of residents spending doing at least 20 minutes of active travel (walking/cycling) per day | Outcome | LTDS | 48% (2014/15 to 2016/17) | 53% (2021) | 70% (2041) |
| Percentage of adults who do any walking, at least once per week | Outcome | PHE Fingertips data | 88% (2014/15) | 90% (2021) | 93% (2041) |
| Regular walking levels | | | | | |
| Walking/scooting to school | Outcome | Hands-up surveys (STARs) | 40% (2014/15 to 2016/17) | 43% (2021) | 50% (2041) |
| Walking to 'usual workplace' | Outcome | LTDS | 32% (2014/15 to 2016/17) | 34% (2021) | 37% (2041) |
| Road Safety | | | | | |
| Pedestrian casualties – KSIs and slights | Outcome | ACCSTATs | 31 (2014-2016) | 25 (2021) | 0 (2041) |
| Pedestrian skills training for children per year | Output | Camden data | 800 (2017) | 850 (2021) | 900 (2041) |