

Summary of Sustainable Transport Strategy Targets

Target	Target Detail	Baseline	Last Year Figures	Updated Figures	Short Term Target (2020)	Long Term Target (2025)
T1 Modal Share	T1.1 Increase cycling mode share	1% 2009/10-2011/12 average	2% 2013/14-2015/16 average (Source: Borough LIP performance indicators)	2% 2014/15-2016/17 (Source: TfL)	2.2%	4%
	T1.2 Increase walking mode share	28% 2009/10-2011/12 average	24% 2013/14-2015/16 average (Source: Borough LIP performance indicators)	26% 2014/15-2016/17 (Source: TfL)	30%	32%
	T1.3 Increase public transport mode share	16% 2009/10-2011/12 average	16% 2013/14-2015/16 average (Source: Borough LIP performance indicators)	17% 2014/15-2016/17 (Source: TfL)	18%	20%
T2 Road Traffic Casualties	T2.1 Reduce KSIs	45 2010-2012 average casualties	27 2013-2015 average casualties (Source: DfT Metadata)	27 2014-2016 average casualties (Source: DfT Metadata)	25	18
	T2.2 Reduce total casualties	457 2010-2012 average casualties	426 2013-2015 average casualties (Source: DfT Metadata)	406 2014-2016 average casualties (Source: DfT Metadata)	400	370
T3 Bus Service Priority	T3 Limit increase in excess wait time	0.9 2011/12 average	1.1 2015/16 (Source: Borough LIP performance indicators)	0.9 2015/16 (Source: Borough LIP performance indicators)	0.8	0.8
T4 CO2 Emissions	T4 Reduce CO2 concentrations from ground based transport in the borough	124 (kilo-tonnes) 2010	115 (kilo-tonnes) 2013 (Source: Borough LIP performance indicators)	115 (kilo-tonnes) 2013 (Source: Borough LIP performance indicators)	100	80 (30% reduction)
T5 Air Quality	T5.1 Reduction in PM10 annual mean concentrations and in annual exceedences of daily mean across all monitoring sites	2010 Base Year: For details of baseline see the Council's LIP (3 monitoring stations).	2015: At all monitoring stations the targets in annual mean concentrations have been achieved. At Worcester Park the annual exceedences of daily mean were 13 whereas the target is 7. At all other monitoring stations the targets in annual exceedences of daily mean have been achieved. More information is available on <i>London Borough of Sutton Air Quality Annual Status Report for 2016</i>	2017: At Beddington Lane (north) the annual mean concentration was 31µg/m3 whereas the target is 27µg/m3. Also, at Beddington Lane (north) the annual exceedences of daily mean were 21 whereas the target is 14. At all other monitoring stations the targets in both annual mean concentrations and annual exceedences of daily mean have been achieved.	See Council's LIP for details of short term targets	10% reduction in annual mean concentrations and 50% reduction in annual exceedences across all monitoring sites (To be reviewed)

	T5.2 Reduction in NO2 annual mean concentrations and in annual exceedences of daily mean across all monitoring sites	2010 Base Year: For details of baseline see the Council's LIP (4 monitoring stations).	2015: At Worcester Park the annual mean concentration was 52µg/m3 whereas the target is 51µg/m3. At all other monitoring stations met their targets in annual mean concentrations have been achieved. At Worcester Park the annual exceedences of daily mean were 11 whereas the target is 6. At all other stations the targets in annual exceedences of daily mean have been achieved.	2017: At Worcester Park the annual mean concentration was 52µg/m3 whereas the target is 51µg/m3. Also, at Worcester Park the annual exceedences of daily mean were 21 whereas the target is 14. At all other monitoring stations the targets in both annual mean concentrations and annual exceedences of daily mean have been achieved.		
T6 Children's Travel to School	T6 Increase the percentage of children travelling to school by sustainable transport	76% (2009)	80% (2015) (Source: One Planet Sutton 2015-16)	75% (2016) (Source: One Planet Sutton 2016-17)	80%	85%
T7 Council Staff Travel	T7 Increase the percentage of council staff travelling to work by sustainable transport	42% (2011)	50% (2015) (Source: One Planet Sutton 2015-16)	46.5% (2017) (Source: One Planet Sutton 2017-18)	52.5%	66%

Note: The baseline figures for CO2 and Council Staff Travel have been reviewed.