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| <b>LONDON BOROUGH OF CAMDEN</b>  | <b>WARDS:</b> All                            |
| <b>REPORT TITLE</b><br>Camden Transport Strategy Annual Update (2023)  |  |
| <b>REPORT OF</b><br>Director of Environment & Sustainability   |  |
| <b>FOR SUBMISSION TO</b><br>Culture & Environment Scrutiny Committee   | <b>DATE</b><br>6 <sup>th</sup> February 2024 |
| <p><b>SUMMARY OF REPORT</b></p> <p>The <a href="#">Camden Transport Strategy (CTS)</a> was adopted by the Council in April 2019. In <a href="#">December 2022</a> a report to Cabinet reviewed progress in delivering the CTS to that point, and sought and received approval for a new 3 year Delivery Plan covering the period 2022/23 to 2024/25.</p> <p>This report summarises progress and challenges in delivering that Plan in 2023 (calendar year) and briefly highlights the main activities taking place in 2024. It also includes an assessment of the extent to which the Council is meeting targets (both strategic and local level) set out in the CTS and risks/mitigations to future progress.</p> <p><b>Local Government Act 1972 – Access to Information</b><br/>No documents that require listing have been used in the preparation of this report.</p> <p><b>Contact Officer:</b> Sam Margolis, Head of Transport Strategy &amp; Projects, <a href="mailto:sam.margolis@camden.gov.uk">sam.margolis@camden.gov.uk</a>, 5 Pancras Square, 020 7974 6934</p> |  |
| <p><b>RECOMMENDATIONS</b></p> <p>That the Committee notes, comments on and considers the contents of this report including CTS progress made during 2023 and planned activities/schemes in 2024</p>  |  |

Signed:



Richard Bradbury, Director of Environment & Sustainability

Date: 24<sup>th</sup> January 2024

## 1. Purpose of Report

- 1.1. The [Camden Transport Strategy \(CTS\)](#) was adopted by the Council in April 2019. In [December 2022](#) a report to Cabinet, having also been presented previously to Culture & Environment Scrutiny Committee in [November 2022](#), reviewed progress in delivering the CTS to that point, and sought and received approval for a new 3 year Delivery Plan covering the period 2022/23 to 2024/25.
- 1.2. Within the reporting section of the CTS, a commitment was made to produce *“an annual report which outlines performance against targets, sub-targets as part of individual Action Plans, and progress against the key actions contained within those supporting Plans”*. This report provides that annual update including progress during calendar year 2023 (since the latest Delivery Plan was signed off by Cabinet in December 2022) and key highlights of the planned programme for 2024.

## 2. Background to the report

- 2.1. The Camden Transport Strategy (2019) is titled “Healthy Streets, Healthy Travel, Healthy Lives”. This title reflects the over-arching Vision of the CTS, which is to transform transport and mobility in Camden, enabling and encouraging people and goods to travel sustainably, nurturing healthier lifestyles, and creating radically less polluted places.
- 2.2. Seven main objectives, each with multiple supporting policies and measures within them, support delivery of this Vision. Those objectives including: transforming our streets and places to enable an increase in walking and cycling; reducing car ownership and use, and motor traffic levels; delivering a sustainable transport system and streets that are accessible and inclusive for all; reduce and mitigate the impact of transport-based emissions and noise, and so on. Four supporting Actions Plans, covering Road Safety, Cycling, Walking & Accessibility, and Electric Vehicle Charging Points (EVCPs) were produced as part of the CTS, and a fifth (Freight & Servicing) is in development (see later sections).
- 2.3. Measures and policy changes delivered through the CTS contribute to wider Council strategies and plans. In particular, the CTS plays an important role in the delivery of We Make Camden, including to help create clean, vibrant, sustainable places and making it easier for people to travel by active modes of transport. The CTS also contributes significantly to actions and deliverables within both the [Climate Action Plan](#) and [Clean Air Action Plan](#), including measures identified by the Citizens Assembly on the Climate Emergency – such as increasing the number of segregated cycle lanes, car-free zones/days, the roll out of incentives and initiatives to support electric modes of travel, and urban greening on our streets.
- 2.4. The aforementioned update report to this Scrutiny Committee, and then Cabinet, in late 2022 noted progress made since the CTS was adopted. This included a more than trebling in the length of our segregated cycle network (to over 25km), the completion of the [West End Project](#), the roll out of over 25

Healthy School Streets and numerous neighbourhood traffic-restrictions, as part of our over-arching [“Safe & Healthy Streets”](#) programme. These infrastructure measures are supported by a suite of policy and behaviour-change interventions, including reviews and amendments to parking fees & charges, Controlled Parking Zones (CPZs), shared mobility, and “Smarter Travel” initiatives such as cycle training and pedestrian skills training.

- 2.5. The 2022 review papers also included an [ambitious set of actions and initiatives](#) to be delivered in the CTS Delivery Plan period for 2022/23 to 2024/25. Updated targets were included where relevant, including (for example) ambitions to deliver all feasible Healthy School Streets by 2025, to increase the segregated cycle network to 40km by that date, and to expand the percentage of our residential streets that benefit from traffic-reduction measures from 20% to circa 33% by 2025. The remainder of this report summarises (i) progress/challenges against those actions in 2023 (calendar year) in terms of both “outputs” (deliverables) and “outcomes” (achieving targets etc) and (ii) highlights of the 2024 programme.

### 3. Review CTS Delivery Plan progress in 2023 - Outputs

- 3.1. In totality, in calendar year 2023 the following high-level outputs have been delivered across the programme of work as shown in Table 1 below, along with the total for each output in the Borough and an estimate of the deliverables for 2024:

*Table 1: Review of main outputs/deliverables*

| Scheme                                    | 2023 deliverable          | Total in Camden                    | 2024 estimate |
|---|---------------------------|------------------------------------|---------------|
| Dockless bike/e-scooter parking bays      | 19 bays implemented       | 209                                | 50            |
| Cycle hangars                             | 98 hangars implemented    | 313                                | 125           |
| Cycle permeability schemes                | 2 schemes implemented     | 99                                 | 9             |
| Electric Vehicle Charging Points          | 67 units installed        | 563                                | 250           |
| Modal filters – full traffic restrictions | 1 filter implemented      | 116                                | 7             |
| Healthy School Streets                    | 5 new schemes implemented | 34                                 | 5             |
| Segregated cycle lanes (length, km)       | 0km implemented*          | 29km                               | 2.8km         |
| Bus lanes (length, km)                    | 0km                       | 15.6km                             | 0.5km         |
| Number of new street trees                | 10 trees                  | 28,000 (total, all Camden-managed) | 28            |

*\*note that although no “new” segregated cycle lanes were introduced in 2023, substantial sections of previous, trial cycle corridors were upgraded to permanent schemes in the year, including Prince of Wales Road, Tavistock-Torrington corridor and York Way*

3.2. Schemes and initiatives within the 2022/23 to 2024/25 Delivery Plan have been split into 12 broad categories, as summarised in Table 2 below:

*Table 2: Delivery Plan Scheme Types/Categories*

| <b>Scheme Type</b>                               | <b>Description</b>   | <b>Example schemes in 22-25 Delivery Plan</b>                             |
|--|--|---|
| Healthy Routes – strategic cycling corridors     | Development and delivery of high quality “primary” (main road) and “secondary” (quieter streets) cycle corridor schemes. Most schemes include wider benefits for pedestrians, road safety and Healthy Street upgrades including urban greening | Haverstock Hill, Chalk Farm Road, Cross-Camden Cycleway                   |
| Healthy Routes – bus priority                    | Introducing new/extended bus lanes and bus lane hours of control, rationalising kerbside activities to enable smoother bus journeys, and so on. Includes road safety and public realm upgrades where feasible                                  | Highgate Road, Camden Park Road/ Torriano Avenue                          |
| Healthy Neighbourhoods                           | Through-traffic restrictions to create safer, healthier neighbourhoods alongside wider road safety and urban greening/public realm interventions. Includes the Healthy School Street (timed restrictions) programme                            | Dartmouth Park Area, Leather Lane Area, Holmes Road Area                  |
| Healthy Junctions                                | Road safety upgrades and prioritising pedestrians and cyclists at junctions across the Borough to help achieve “Vision Zero” goals   | Holborn gyratory, Gray’s Inn Road/ Theobald’s Road junction               |
| High Street Corridor & Local High Street schemes | Measures to transform some of the Borough’s most visited High Streets, with road safety, walking, cycling and public realm upgrades. Includes the Streateries programme  | Camden High Street, Kilburn High Road                                     |
| Major Schemes/ Liveable Neighbourhoods (LN)      | Projects with area-wide, extensive transformations to transport and public realm, with commensurate cost/complexity  | West End Project, Holborn LN  |
| Euston/HS2 & King’s Cross area                   | Road safety, public realm, walking and cycling interventions delivered in this area primarily through the Euston Healthy Streets, HS2 Road Safety Fund and Somers Town Future Neighbourhoods programmes  | Greening Phoenix Road, Somers Town Healthy School Streets, Crowndale Road |
| TfL – TLRN schemes                               | Public realm, bus priority, road safety and active travel interventions on the TfL “TLRN” (red route) network, led by TfL with Camden input  | Hampstead Road, Finchley Road, Camden High Street (south)                 |

| Scheme Type                             | Description  | Example schemes in 22-25 Delivery Plan  |
|---|--|---|
| Strategic & local walking schemes       | Creating safer walking connections between transport hubs, to/from new developments and localised walking/accessibility upgrades | Euston to Kings Cross Wellbeing Walk, Camden Road station to Camden Town                  |
| Parking Management                      | A package of measures to reduce motor vehicle ownership and use, traffic levels and vehicle emissions in the Borough             | Controlled Parking Zone (CPZ) hours extensions, Workplace Parking Levy, EVCP roll out etc |
| Other Safe & Healthy Streets programmes | Multi-year, Borough-wide interventions to support the larger schemes noted above   | Cycle permeability, cycle hangars, shared micro-mobility, parklets etc                    |
| Behaviour change programmes             | Complementary information / education and awareness raising measures activities to support the capital programme                 | Cycle training, pedestrian training, car clubs, School Travel Plan programmes etc         |

3.3. A summary of progress against each of those areas is in the sections below. In total, over 30 full public consultations on Safe & Healthy Streets/transport policy schemes were undertaken in calendar year 2023 on our [We Are Camden](#) consultation hub, alongside the delivery of initiatives set out below.

#### (A) Healthy Routes – strategic cycling corridors

3.4. In 2023 strong progress continued to be made in developing and delivering our programme of “Healthy Routes” across the Borough, including our “primary cycle corridors” of segregated cycle lanes and wider Healthy Streets measures. In particular, extensive delivery to upgrade trial segregated cycle lane schemes into permanent measures took place, most notably on Prince of Wales Road (which is now complete except for one junction upgrade, see image below), the Tavistock-Torrington corridor (construction continuing into 2024 having started in autumn '23), and York Way (image below).



Figure 1: (left) York Way permanent scheme, (right) Prince of Wales Road final scheme

3.5. Following consultation, decisions have been made to implement the following cycling, pedestrian and road safety corridor schemes which will now be constructed during 2024:

- New segregated cycle lanes and Healthy Streets features on [Crowndale Road](#), extending the Pancras Road primary cycle corridor towards Mornington Crescent
- Upgrading the trial [Haverstock Hill](#) cycle lanes into a permanent scheme, with segregated cycle tracks, pedestrian improvements, revisions to parking provision and urban greening
- Upgrading of the trial cycle lanes into permanent, segregated tracks and wider safer, healthy streets measures on [Randolph Street](#) (as part of Cycleway 50), [Chalk Farm Road](#), [Grays Inn Road](#) and [St Pancras Way](#)

3.6. In total, there are now circa 28km of segregated cycle lanes in the Borough, with a further circa 3km planned for 2024 (see section 5, below). During 2023 the northernmost part of Camley Street – forming a key link between Kings Cross and Camden Square - was also improved for pedestrians and cyclists with removal of excessive parking underneath the railway bridge. This also included a short section of northbound cycle lane being constructed.



**Figure 2:** new northbound cycle lane underneath railway bridge, Camley Street

### **(B) Healthy Routes – bus priority**

3.7. A number of schemes within the 2022-2025 programme are now complete, with the [Camden Park Road/Torriano Avenue](#) and [Highgate Road](#) initiatives made permanent during 2023 following initial trial periods, including 24/7 bus lanes, new and extended pedestrian footway areas, and urban greening. The [Kilburn High Road \(lower\) scheme](#), including extended bus lanes/hours of control, was also partially constructed in 2023 and will be completed in 2024. Consultations to remove kerbside activity to smooth bus journeys at [St Mark's Square](#) and [Buckland Crescent](#) took place in December 2023 and, if approved, would be implemented in 2024. Further bus priority schemes are being developed for 2024 (see below for details).

### **(C) Healthy Neighbourhoods**

- 3.8. Construction of permanent measures, following previous decisions to upgrade trial schemes, was completed in 2023 at a number of “Healthy Neighbourhood” scheme locations where motor vehicle through-traffic restrictions and wider Healthy Streets measures have been implemented. This includes at [Red Lion Street/Bedford Row](#), [Millfield Lane](#), across several locations as part of the Queen’s Crescent Area scheme and on [Croftdown Road](#).



**Figure 3:** (left) Bedford Row permanent scheme, (right) Croftdown Road final scheme

Permanent measures being delivered as part of the wider [Queen’s Crescent](#) area Safe & Healthy Streets scheme were also constructed towards the end of 2023, including new road safety improvements in the vicinity of Stewart International School on Vicars Lane.

- 3.9. In addition, a number of new, trial Healthy School Street schemes were implemented in 2023 across the Borough – including several in the Somers Town area (see separate section below) alongside new initiatives to reduce through-traffic at school run times in the areas around [West Hampstead Primary](#), [Kingsgate Primary](#) (Maygrove Road) and [Maria Montessori/St Christopher’s schools](#) in Belsize. These schemes will run for a maximum of 18 months before further decisions are made on whether to retain, amend or revise them before the trial expires.



**Figure 4:** (left) new trial Healthy School Streets on Maygrove Road, West Hampstead/Kilburn area and (right) upgrades to Vicars Lane in the Queen’s Crescent area

- 3.10. Following consultation, decisions have been made to implement the following Safe & Healthy street/neighbourhood schemes which will now be constructed during 2024:
- New areas of public realm, road safety and other improvements as part of making the [Camden Square](#) trial into a permanent scheme;
  - Making the trial [Holmes Road Healthy School Street](#) scheme permanent and adding a number of new, trial traffic-restriction measures
- 3.11. Consultation and engagements also took place in 2023 on the following schemes:
- The [Leather Lane area](#) – with new restrictions on motor traffic to improve the markets area and pedestrian/road safety issues, which would be constructed, if approved, in 2024 subject to decision making and statutory processes
  - Detailed engagement has been undertaken, in conjunction with LB Islington, on creating a healthier neighbourhood in the [Dartmouth Park area](#). Further stages of consultation on that project are programmed for 2024.

#### **(D) Healthy Junctions**

- 3.12. A major milestone was achieved in 2023 with the start of works on site on the next phase of the [Holborn gyratory safety scheme](#), where there have been 8 cycling fatalities over a 10 year period. A previous scheme at the junction of Theobald's Road and Southampton Row to improve cycle safety was completed in 2022/23. Construction has now started on transformational changes to two further arms of the gyratory, separating cyclists in time/space from motor traffic on Drake Street, Procter Street and High Holborn including at the junctions. The scheme will be completed in 2024.
- 3.13. A consultation to make significant safety improvements for cyclists and pedestrians at the Theobald's Road/Gray's Inn Road/Rosebery Avenue junction is being launched in early 2024.

#### **(E) High Street Corridor & Local High Street schemes**

- 3.14. Further development of a number of key high street corridor schemes took place in 2023. Further feasibility work has been carried out on proposals to trial pedestrian/cycle only sections of Camden High Street, with consultation and (subject to approvals) implementation of an experimental scheme in 2024. The other major "high street corridor" scheme in the 2022-2025 Delivery Plan programme is Kilburn High Road. In collaboration with Brent Council, the town centre/high road will soon benefit from the construction of a section of protected cycle lane and 600m of pavement and lighting renewal, along with installation of a 20mph limit, new cycle parking and benches (final completion expected June 2024 subject to consultation and approvals). A full overhaul of the traffic

modelling is nearly completed, which if approved by TfL, will enable the wider scheme to proceed to consultation in early summer 2024.

- 3.15. During the pandemic, Camden implemented an extensive programme of “Streateries” with around 20 such schemes implemented providing outdoor dining space for over 70 businesses. During 2023 eight Streateries were made permanent – on Cleveland Street, Goodge Street, Warren Street, South End Road, Broadhurst Gardens, Great Ormond Street, Whitfield Street and Winchester Road. The Streateries on Regent’s Park Road/Erskine Road, Charlotte Street, Doric Way, Great Queen Street were consulted on for a further trial period, until October 2024. Three Streateries have also been removed due to a variety of local considerations as set out in relevant decision reports. Following consultation, proposals to trial the South End Green public realm, road safety and Streateries scheme was being considered for a decision in a report in early 2024.

### **(F) Euston/HS2 and Kings Cross area**

- 3.16. 2023 saw the development of the following schemes in this area:

- (i) [Cumberland Market & Redhill Street](#) – following the trial Healthy School Street scheme on Redhill Street (Christ Church Primary) being implemented in 2022, a decision has now been made to make that scheme permanent. Construction has also taken place on other elements of the scheme, most notably around Cumberland Market, where entirely new pavements, cycle hangars and other road safety improvements have been introduced.



**Figure 5:** pavements replacing space previously reserved solely for parking, Cumberland Market

This scheme is an early phase of delivery of the wider [Regent’s Park Area Safe & Healthy Streets](#) programme, for which extensive engagement activities took place in 2023 including with members of the public and local stakeholder groups. This information is currently being analysed ahead of further consultation on specific projects in 2024.

- (ii) Following consultation, a decision has been made to progress with the [Greening Phoenix Road](#) scheme, involving a mixture of trial traffic management measures, and permanent footway/pedestrian improvements. Construction is now due to take place in 2024.

**Figure 6:** images of how the Phoenix Road scheme could look (due for construction in 2024)



- (iii) Implementation also took place on a number of new/extended [Healthy School Streets](#) in the Somers Town area – outside St Mary & St Pancras Primary, Blossom House, Regent High, Edith Neville and Maria Fidelis schools. These schemes, which have been implemented as 18-month trials ahead of decisions on whether or not to make permanent form, along with Greening Phoenix Road and other initiatives, part of the wider [Future Neighbourhoods](#) project.
- (iv) As part of the same wider project, and following a separate consultation in 2023, approval has been given for construction of new segregated cycle lanes and public realm improvements on [Crowndale Road](#). Consultation also took place during the year on proposals for new [“Green Mobility Hubs”](#) in the Somers Town area which, if approved, will be implemented in 2024.

## **(G) TfL/TLRN (“Red Route”) schemes**

- 3.17. In late 2023, TfL completed the implementation of an experimental cycle safety scheme in the [Mornington Crescent area](#), including segregated cycle lanes on Oakley Square South and Lidlington Place/Harrington Square, and a new eastbound contra flow cycling facility. This creates an important west-east cycle route in this area for the first time, and removes a “missing link” within the wider Primary Cycle Network in this part of the Borough.
- 3.18. In late 2023 TfL also completed the first of two “Toucan” crossings (for pedestrians and cyclists) on Camden Road, providing a new connection between Rochester Road and Rochester Square, and which completes another section of the northern branch of the [Cross Camden Cycleway route](#). Finally, TfL completed some bus priority improvements on [Finchley Road](#) during the calendar year.



**Figure 7:** Harrington Square eastbound contraflow cycle lane on the TLRN

## **(H) Major Schemes & Liveable Neighbourhoods**

- 3.19. The £40m [West End Project](#) (WEP) major scheme – barring some minor works in specific locations – was substantially completed during 2023. This included completing construction of the transformational [Princes Circus scheme](#), providing two new areas of public realm, urban greening and seating, and the completion of an upgraded public realm space at Windmill Square. Previous reports have [monitored](#), in detail, the impact of the WEP.



**Figure 8:** Princes Circus northern triangle/public space

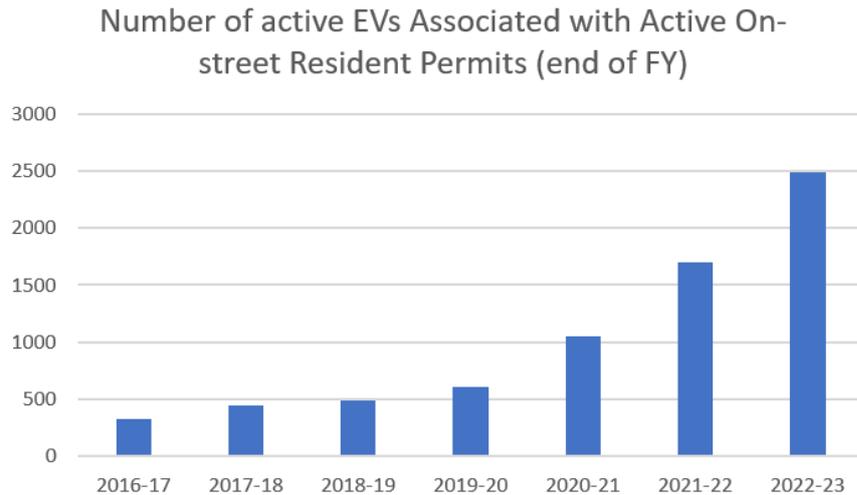
- 3.20. Following on from the WEP, the Holborn Liveable Neighbourhood (LN) scheme has been developing rapidly in 2023, culminating in the project being named as a public realm “Priority” scheme by the [West End Streets Steering Group](#) in December ‘23. Concept design and modelling work is being undertaken on high level priorities for the scheme, including significant road safety improvements around the Holborn gyratory, safe cycling facilities on Theobald’s Road, and new areas of pedestrian/cycle and public realm priority space on sections of New Oxford Street/Great Russell Street.
- 3.21. Extensive engagement on the scheme is due to take place in February ’24. Ahead of that, and as part of separate consultations/approvals processes, a number of “quick-win” schemes are being implemented. The most notable of these are the next phase of road safety/active travel improvements to the [Holborn gyratory](#), with new segregated cycling facilities, urban greening and pedestrian crossing upgrades, as noted earlier in this report. A decision has also been made to provide enhanced pedestrian facilities on [Kemble Street](#), in the south of the Holborn LN area.

### **(I) Parking management**

- 3.22. The CTS sets out the important role of parking management policies and schemes, in contributing to reducing emissions from road transport in the Borough, helping meet “Vision Zero” road safety goals, encouraging mode shift to more sustainable forms of travel, and reducing motor vehicle ownership and use in Camden. Accordingly, a significant programme of parking management work has taken place throughout 2023.
- 3.23. In late 2023 consultation took place on proposals for a variety of changes to parking permit/product charges and terms and conditions – for further details see the information on “Healthy Streets, Healthy Travel: Cleaner, Fairer

parking”, [here](#). Following this consultation, a decision will be made by Cabinet in early 2024 on whether to proceed with proposed changes. If approved, such changes would commence during 2024 calendar year.

- 3.24. All of Camden’s public highways are managed through “Controlled Parking Zones” (CPZs). Regular reviews of the hours of operation of CPZs take place in order to ensure that each zone balances the needs of local residents and stakeholders with wider policy and monitoring/data considerations, including contributing to objectives set out within the CTS, CAP and CAAP. Locations for CPZ reviews are prioritised using a detailed multi-criteria assessment (MCA) as set out in previous Cabinet reports.
- 3.25. During 2023 the following CPZ consultations/decisions were made:
- (i) Approval was given to make the existing, trial Saturday controls in [CA-G](#) (“Area A”) permanent, along with a new trial (in 2024) to extend the same restrictions to the remainder of the CA-G area;
  - (ii) A decision was made to (permanently) extend the hours of parking controls within [CA-L \(Inner\)](#) to match the existing controls within CA-L (outer), which will be implemented in 2024 and;
  - (iii) To significantly extend, as a trial, the hours of parking controls in the [CA-F \(n\) sub-zone](#), on both weekdays and weekend days. Implementation of this trial will take place during 2024
- 3.26. The parking management package also includes a commitment to undertake a feasibility into a potential Workplace Parking Levy (WPL) for Camden. That feasibility work continued in 2023 and Officers are now preparing potential next steps for consideration.
- 3.27. Included within the CTS Delivery Plan for 22-25, approved by Cabinet, was an updated [Electric Vehicle Charging Point \(EVCP\) Action Plan](#), with a commitment to install a further (minimum) 240 fast charge points by 24/25, 9 rapid charge points by the same date, and dedicate all the parking spaces adjacent to (existing) lamp column charging points to electric vehicle (only) charging in the same period. In 2023, a further 67 EVCPs were implemented, bringing the Borough total to 563. A [decision](#) was also taken to make the trial “Trojan” charging points trial in Hampstead, permanent. As shown overleaf, we continue to observe significant growth in electric vehicle resident permit uptake in the Borough – reaching circa 2,500 by the end of financial year 2022/23, and now just over 3,000 (most recent data), representing around 10% of all resident permits issued annually in Camden.



**Graph 1:** EV resident permits in Camden, 2016-17 to 2022-23

### **(J) Other Safe & Healthy Street schemes**

3.28. The Delivery Plan programme includes a wide variety of additional schemes which contribute towards the over-arching, seven CTS objectives. A brief summary of progress on deliverables/progress during 2023 within those other schemes is provided below:

- (i) Camden currently has a network of over 60 TfL Santander Cycle Hire docking stations, providing (along with e-scooter, dockless bike hire and car clubs) a dense provision of shared transport services. During 2023 consultations took place on proposals for three new/relocated Santander docking stations, on [Percy Street](#), [Bucknall Street](#) and [Adeline Place](#). These schemes also included proposals for urban greening, cycle permeability and pedestrian/road safety upgrades. If approved, construction would take place during 2024;
- (ii) A further 19 dockless bike hire/e-scooter bays were added to the network, taking the total across Camden to 209, and on track for our target of providing 280 bays in total by the end of 2024/25. As set out in a separate [report to this Scrutiny Committee](#), the dockless bike system in the Borough is now seeing record usage and significantly enhanced parking bay compliance levels;
- (iii) New “cycle permeability” schemes, providing two-way cycling on one-way streets, were implemented on Falkland Road and Dornfell Street;



**Figure 9:** cycle permeability scheme at Falkland Road/Lady Margaret Road, Kentish Town

- (iv) A further 98 cycle hangars were delivered in the Borough, taking the total to 313. As a result of this significant expansion, 60% of Camden residents now live within 400m of a cycle hangar, and;
- (v) We continued to roll out our programme of prioritising pedestrians at side road junctions, converting multiple locations with single yellow lines to double yellow lines to prevent motor vehicles parking outside of hours of parking controls, and delivering numerous new “continuous footways” at such locations

### **(K) Smarter Travel/Behaviour Change**

- 3.29. Delivery of cycle training continues apace with 1121 trainees receiving training, including 473 adults in 2023.. Sixteen Dr Bike / Bike It maintenance sessions have taken place, servicing a total of 275 cycles, with 46 bicycles loaned out to the public since April 2023. Work with Camden's schools has continued, with 786 pupils receiving pedestrian skills training over the summer and autumn term, and 31 schools now actively involved in the TfL Travel-for-Life (formerly STARS) programme, an increase of 5 schools since the previous year.
- 3.30. In order to continue to improve road safety powered two-wheeler (P2W) users, officers have been looking into ways to increase our road safety and behaviour changes programmes targeted at these vulnerable road users. For more detail, see section 5 for work planned in 2024, including enabling subsidised motorcycle training. On the broader issue of speeding, a 7-step process in dealing with problematic locations has been established, with the first five locations now receiving attention.
- 3.31. Following the significant rise in the use of dockless bike and e-scooter hire, consideration has been given to the implementation of various measures to accommodate and manage this growth. Further information on the proposals and implementation programme is available through the previously provided link to the separate Culture & Environment Scrutiny Committee reports.

#### 4. Review of CTS Delivery Plan progress in 2023 – Outcomes

- 4.1. The Transport Strategy service, supported by teams working on air quality, inclusive economy and other parts of the Council, along with TfL, collect significant amounts data that is reported on as part of various Safe & Healthy Streets schemes. That data, alongside policy, equality and consultation considerations, is used to help inform the decision making process on each individual scheme. Examples in 2023 include the [outcome/monitoring data for the Haverstock Hill scheme](#) (showing, for example, an increase in cycling volumes of 32% after the cycle lanes were constructed compared to before) and reductions in both [motor vehicle levels, and NO2 levels](#), at multiple locations as part of the Camden Square Safe & Healthy Streets scheme.
- 4.2. In totality, the Safe & Healthy Streets, complementary measures and policy programmes that the Council have delivered over many years is continuing to have a demonstrable affect in meeting We Make Camden, CTS, CAP, CAAP goals as set out below. Most of this data has been provided in the December '22 Cabinet paper.
- 4.3. In addition, this annual update report contains an analysis, including latest available data, of progress the Council is making towards each of the “strategic” and “local” targets identified in the CTS. See Appendix A for more details. As set out in that Appendix, strong progress has been made against several of those targets, including:
- The percentage of Camden residents trips made by cycling, according to the latest TfL data (2022/23), has risen from 4% (2017 baseline) to just over 6.5%, on track towards the interim (2024/25) target of 7.5%;
  - The percentage of Camden residents trips made by walking (same data source as above), has risen from 42% (2017 baseline) to 49% (2023), almost achieving the 2041 target of 50%;
  - Combined, active travel modes (walking and cycling) now account for around 55% of all Camden residents trips and;
  - Good progress has been made, overall against road safety, some vehicle emissions and car ownership targets. Motor traffic volumes at our 62 “Screenline” count points have dropped by 15% between 2019 and 2023
- 4.4. However, as also set out in Appendix A, Camden is currently falling behind a number of other strategic/local targets set out in the CTS – see the “amber” and/or “red” targets within that Appendix. For example, whilst active travel mode share has increased, the percentage of Camden resident trips by car/motorcycle has flatlined (at 13% - same as baseline in 2017). Further measures are therefore required, as set out in this summary report and individual scheme reports, to encourage and enable further shift from

inessential motor vehicle trips in the Borough to healthier, more sustainable forms of transport.

- 4.5. Independent assessments of the respective performance of Local Authorities transport outcomes are carried out, both within London and nationally. Within London, the [Healthy Streets Scorecard](#) provides data to show the health of each Borough's streets based on ten indicators – including extent of traffic-restriction measures, length of protected cycle lanes and bus priority corridors, controlled parking zones and so on. Camden is ranked (excluding the City of London) as the third-placed Borough overall, with a score of 6.5 (out of 10), an “ambitious healthy streets plan”, and was [awarded](#) the top “inner London Borough performing better than expected based on housing density”.

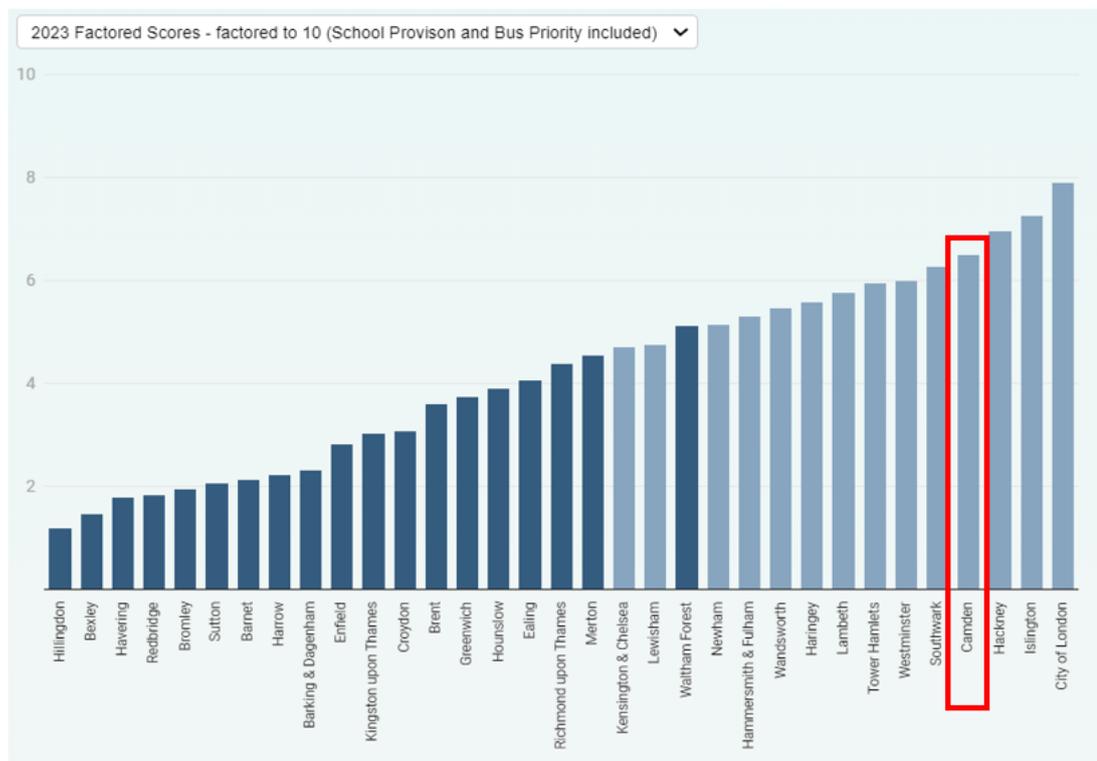


Figure 10: 2023 Healthy Streets Scorecard results, within Camden in 3<sup>rd</sup> (excluding City)

- 4.6. Camden has also achieved the largest percentage reduction in London, in terms of the number of licensed motor vehicles within each Borough, since the Mayor's Transport Strategy (and CTS) was adopted in 2018 (and 2019, respectively). During that time, Camden has seen a 7% reduction in motor vehicles licensed in the Borough, from 42,631 in 2018, to 39,781 in 2022 ([latest available data](#)).
- 4.7. Nationally, the [Council Climate Action Scorecards](#) assessment monitored all UK Councils on actions taken towards achieving “net zero”, based around seven different sections. Across those seven areas, Camden scored 4<sup>th</sup> overall, and for transport scored the highest of all local authorities, with a score of 68%.

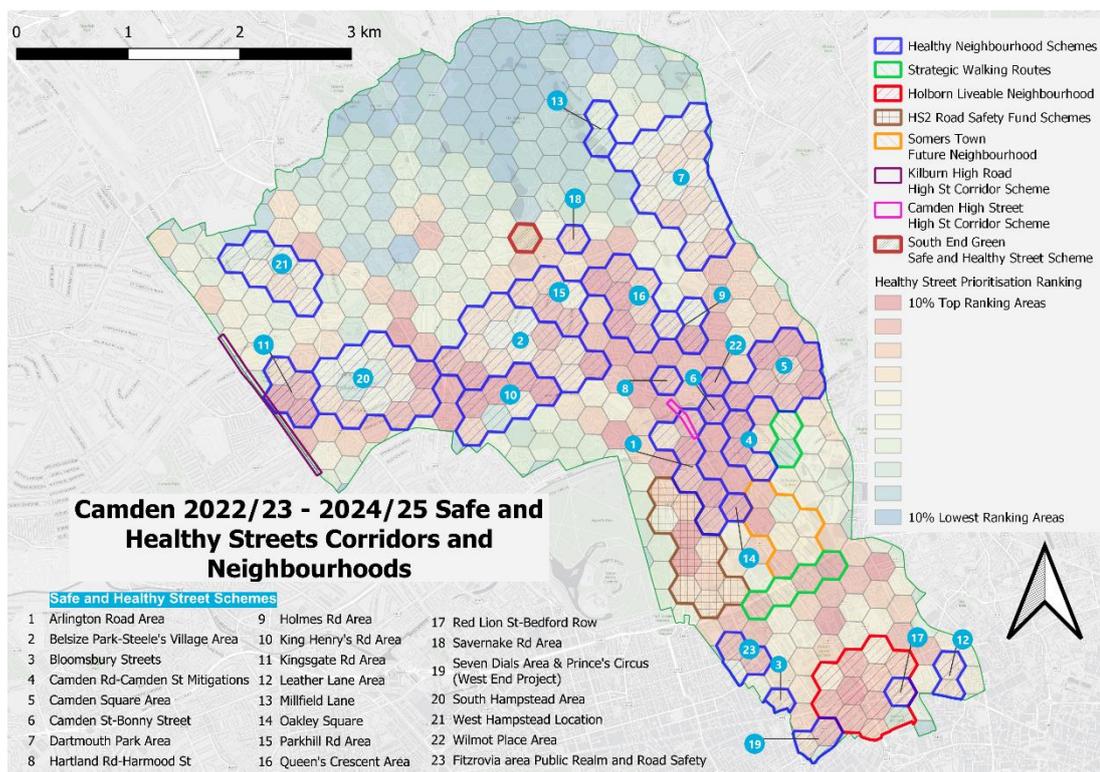
- 4.8. In addition to the Healthy Streets Scorecard award noted above, the Transport Strategy service also secured an “Honour Award” during 2023 from the [World Landscape Architecture Awards](#) for the Alfred Place Gardens scheme delivered through the West End Project.

## 5. CTS Delivery Plan – 2024 planned activities (highlights)

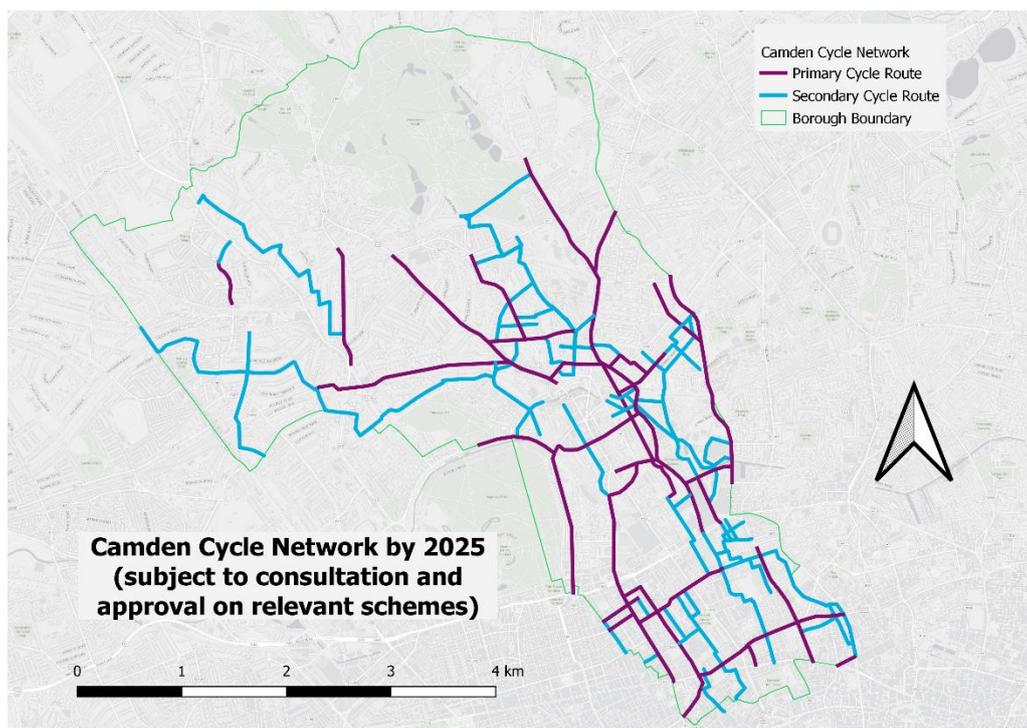
- 5.1. Many of the schemes noted in section 4 will continue into 2024 – for example where consultations/decisions are now complete and construction activities continue into this calendar year.
- 5.2. The remainder of the programme will continue to consult/deliver, subject to individual scheme approvals, on the [Delivery Plan programme to 2024/25](#) previously approved by Cabinet. Key schemes coming forward in 2024 will include:
- Consulting on extending the segregated cycle tracks on Gower Street/Bloomsbury Street to Shaftsbury Avenue, along with wider Healthy Streets measures;
  - Consulting on proposals to provide segregated cycle facilities, pedestrian/road safety improvements and urban greening on Clerkenwell Road
  - Consulting, and delivering subject to approvals, a trial pedestrian/cycle only section of the (northern part of) Camden High Street
  - Further development of the Holborn LN project, including consulting/implementing further “quick-win” measures
  - Subject to approvals, implementation of the bus priority, cycling and pedestrian improvements on the northern section of [Camden Street](#) that have been previously consulted on
  - Further development/consultation on the Cross Camden Cycleway
  - Further roll out of EVCPs (with another 250 planned in 2024), cycle hangars, DBH/e-scooter bays, and so on
  - Consultation on the Dartmouth Park Healthy Neighbourhood scheme (likely autumn '24) and feasibility work/consultations on a range of other Safe & Healthy Street neighbourhood initiatives across the Borough
  - Construction of the final elements of the Arlington Road Low Traffic Neighbourhood and Queen’s Crescent Safe & Healthy Streets scheme
  - Construction of the permanent measures on previously approved cycle/pedestrian corridor schemes, including: Haverstock Hill (subject to statutory processes), Chalk Farm Road and St Pancras Way
  - Implementation of previously approved changes to “CA-X” CPZ, including trial weekend parking controls, and consultation on potential changes to hours of control in CA-D and CA-E

- Implementation of a range of walking and accessibility improvements including the continued roll out of our “accessible junctions”, continuous footways, zebra crossings and safer junctions programmes
- Renewed focus on tackling vehicular speeding and P2W safety, including enhanced provision of motorcycle safety training
- Continued roll out of complementary measures work including cycle training, pedestrian skills training for primary school children, supporting car clubs, and cargo bike initiatives
- Implementation/development of schemes set out in the updated LIP programme for 2024/25, as previously approved by the Cabinet Member for a Sustainable Camden, [here](#)

5.3. In totality, the programme continues to aim to meet the aspirations for Safe & Healthy Streets and Cycle Network development that were shown in schematic diagrams in the 2022-2025 Delivery Plan reports, and which are reproduced below for reference. It is noted that some schemes intended for delivery within the 2022-2025 programme will now be needed to be deferred until the 2025-2028 period; for example the Adelaide Road primary cycle network scheme, which cannot not be delivered by 2025 due to ongoing HS2 works in the area.



**Figure 11: Safe & Healthy Streets Corridors/Neighbourhoods Plan to 2025**



**Figure 12:** Cycle Network Plan by 2025

- 5.4. Finally, in 2024 the Council will be consulting on a Freight & Servicing Action Plan, which sets out 26 actions for the Council to take forward to help businesses and residents reduce the environmental and social impact of servicing and freight journeys. The actions are spread across three timeframes of short (up to 3 years), medium, and long term (6 years and over), each helping to reduce, re-time and re-mode delivery and servicing calls. Public consultation is expected to take place in late February 2024, with the plan expected to be adopted, subject to approvals and the consultation process, by July 2024.

## 6. Risks, challenges and mitigations

- 6.1. Whilst the Healthy Streets Scorecard provided overall positive results for Camden, areas where improvements could be made (in particular) include: % of streets with traffic restrictions, the number of schools with STARS accreditation, proportion of all Borough schools with timed School Street schemes, and the proportion of bus routes with bus priority measures in place. These risks to the Council's performance are being addressed in the 2024 proposals (summarised above) and will be considered further in the reports to Cabinet later in 2024 on plans for the 2025-2028 programme. Similarly, where targets are currently being missed, and to ensure targets currently on track are maintained (see Appendix A), the programme will be reviewed and updated to ensure that as many of those targets remain/move to "green" status as possible.
- 6.2. Funding continues to be a significant challenge for all London Boroughs in meeting the stretching targets and ambitious set within the MTS, and in Camden's case, the CTS. The levels of "Local Implementation Plan" (LIP) funding for Camden from TfL to help deliver our programme – just over £1m per annum – is less than 50% of pre-pandemic levels (or circa 70% less when

factoring in inflation and especially increased constructions costs). The TfL Healthy Streets budget for 2024/25 has been set at £150m – to be split between Borough and TfL-led schemes – again significantly below the funding envelope for such initiatives prior to the pandemic.

- 6.3. The Council has identified multiple additional income sources to mitigate the ongoing challenge of reduced TfL/DfT funding and ensure continued high level of transport scheme/policy delivery, including allocating £4m of Council capital for Healthy Streets projects in both 2023/24 and 2024/25 (ie £8m in total), s106 contributions for pedestrian, cycling & environmental improvements from new developments in the Borough, and revenue share agreements with dockless bike, e-scooter and EVCP operators in Camden.
- 6.4. A further challenge to delivery has, in prior years, been lack of resources to develop and implement schemes. Following a re-organisation of the Transport Strategy service, that issue has now largely been addressed, with (in particular) increased resources being made available to develop/deliver some of the larger and more complex Safe & Healthy Streets projects, as well as focussed teams working on parking/shared mobility schemes, freight & road safety projects, and so on. Where required (for example specialist project management/transport modelling) the Council continues to “flex” this core resource by procuring external consultancy resources.
- 6.5. A key aspect of all schemes is our approach to consultation and decision-making. In [November 2021 Cabinet](#) approved a revised approach for engaging, consulting and approvals processes for delivering Healthy Streets, seeking to develop a proportionate approach to consultation/approvals for respective size/complexity of schemes. This approach has been implemented through 2023. A key commitment within that Cabinet report was to find ways of reaching out to, and receiving feedback from, a much more diverse range of stakeholders than typically respond to transport scheme consultations. This includes engaging with young people and disability groups, and improved engagement with groups representing Black and Minority Ethnic communities.
- 6.6. As part of delivering on this commitment the Transport Strategy team commissioned Shortwork, a specialists social research organisation, with a focus on participatory community engagement. This commission included reviewing a selection of previous Transport Strategy consultations to understand the demographic gaps in our consultation responses, discovering the barriers to engagement amongst those who are not currently taking part in consultations and providing recommendations for how we might be able to respond to these through approaches which meet the needs and priorities of our diverse communities.
- 6.7. The project is still in progress, including liaising with the Disability Oversight Panel to gather further input, but the evidence review has shown that underrepresented groups include 16-24 year olds which may also account for very low response rates from unmarried people and those who are pregnant or have recently given birth. Asian residents are particularly underrepresented

coupled with a very low response rate from Muslim residents. A workshop with Local Authority representatives from across the UK has gathered good practice along with numerous community sessions led by community researchers (chosen from within the borough). The data from these sessions and all the research is now being distilled into a Principles of Engagement report due early this spring (2024). A follow up project will then test the recommendations through a number of live consultations.

- 6.8. Equality considerations, including impacts on groups with relevant protected characteristics, continue to be an important component of the decision-making processes on transport schemes. Each scheme has an Equality Impact Assessment (EQIA) outlining the potential positive and negative impacts (and mitigations, where appropriate) of the intervention on the 9 protected characteristic groups, and on additional groups (such as “low income households”) as set out in the Council’s new EQIA template. On some of the larger Safe & Healthy Streets schemes, the Council also undertakes “accessibility audits”, working with disabled people and/or groups representing disabled people, to identify measures to improve the accessibility of streets in the scheme area.

## 7. Timetable and next steps

- 7.1. Each scheme in the programme has its own timetable/next steps. Progress on individual schemes is updated via the [SafeTravel Commonplace](#) website and/or [We Are Camden](#) consultation hub, and through correspondence (email/street notices/letter drops etc) to local residents and stakeholders advising of next steps.
- 7.2. Progress on delivering the over-arching transport programme/next steps will continue to be updated through these annual Scrutiny Committee reports. In addition, TfL are currently preparing LIP Guidance for all Boroughs for the three-year period 2025/26 to 2027/28 to inform LIP submissions. Alongside this, Camden will produce an update CTS Delivery Plan to cover that same period, incorporating both LIP and non-LIP funded schemes. This will update the current three year programme which expires in April 2025. Whilst the plans, as for the current 3-year programme, will be presented to Cabinet for consideration/approvals, it is intended to also present those plans to Culture & Environment Scrutiny Committee ahead of Cabinet consideration, likely in autumn 2024.

## 8. Finance Comments of the Executive Director Corporate Services

- 8.1. The Camden Transport Strategy 3 year delivery plan 2022-2025 largely consists of capital investment totalling £22.2m. The table below shows this broken down by year.

|               | £         |
|---------------|-----------|
| 22/23 outturn | 6,906,849 |
| 23/24 budget  | 9,804,208 |

|              |                   |
|--------------|-------------------|
| 24/25 budget | 5,534,000         |
| <b>Total</b> | <b>22,245,057</b> |

- 8.2. The Delivery Plan is quite reliant on TfL funding but as noted in paragraph 6.3 above, the Cabinet agreed in July 2023 to £8m of Council funding for 2023/24 and 2024/25. The funding picture past 2024/25 is uncertain – TfL funding is likely to remain considerably below pre-pandemic levels and there are a range of demands on the Council’s own capital resources.

## 9. Legal Comments of the Borough Solicitor

There are no significant risks associated with the recommendations but the Committee should give consideration to the following when making any decision.

- 9.2 The Committee must, when carrying out the Council’s functions (which includes making decisions), have due regard to section 149 of the Equality Act 2010 (the Public Sector Equality Duty - PSED). This duty includes having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic (including people with a disability) and persons who do not share it. The Council must comply with the duty, which requires rigorous consideration and an open mind, and is personal to decision makers.
- 9.3 In summary, the PSED requires the Council, when exercising its functions, to have ‘due regard’ to the need to:
1. Eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Act (which includes conduct prohibited under section 29);
  2. Advance equality of opportunity between people who share a relevant protected characteristic and those who don’t share it;
  3. Foster good relations between people who share a relevant protected characteristic and those who do not (which involves having due regard, in particular, to the need to tackle prejudice and promote understanding).
- 9.4 The relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion, sex, and sexual orientation. In respect of the first aim only (i.e., reducing discrimination, etc) the protected characteristic of marriage and civil partnership is also relevant.
- 9.5 In addition, with reference to disability, the Council has a duty under section 29 of the Equality Act 2010 not to do anything that constitutes discrimination (or victimisation or harassment) in the exercise of a public function, and a duty to make reasonable adjustments.
- 9.6 The Council should also bear in mind relevant parts of the United Nations Convention on the Rights of Persons with Disabilities and the United Nations Convention on the Rights of the Child. Some of those parts relate to (as regards persons with disabilities) the physical environment, transportation, personal

mobility and sporting and leisure activities (UNCRPD), and (as regards children) self-reliance and active participation in the community of disabled children, standards of health, dangers and risks of environmental pollution, and recreational and leisure activities (UNCRC).

- 9.7 Further, section 149 provides that the steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities. Compliance with the PSED may involve treating some persons more favourably than others, but that is not to be taken as permitting conduct that would otherwise be prohibited under the Act (which includes breach of an equality clause or rule, or of a non-discrimination rule).
- 9.8 The Council should be aware that the PSED is not a duty to achieve the objectives or take the steps set out in section 149. Rather, the PSED requires the authority to take the specified needs into proper consideration when carrying out its public functions. There must be a proper appreciation of the potential impact of the decision on the equality objectives set out in section 149 and of the desirability of promoting them. "Due regard" means the regard that is appropriate in all the particular circumstances in which the authority is carrying out its functions. Provided due regard is had in this way, including considering mitigation measures as described below, it is for the Council to decide, taking into account all relevant factors (which may, depending on the circumstances, include the requirement upon the Council to operate within its budget) how much weight to give to the equality implications of the decision.
- 9.9 Under section 29 of the Equality Act 2010, the Council must not, when exercising a public function, "do anything that constitutes discrimination, harassment or victimisation" (section 29(6)) and it must make reasonable adjustments (section 29(7)). The duty to make reasonable adjustments arises in relation to disabled persons and under section 20 of, and Schedule 2 to, the Equality Act 2010.

## **10. Environmental Implications**

- 10.1. The schemes delivered in 2023, and proposed in 2024, are expected to have a positive impact on the environment. They aim to deliver the objectives of the CTS a number of which Objectives 1, 2, 5 and 6 aim to reduce the negative impacts of motor traffic, particularly poor air quality, and promote sustainable, active, healthy travel. There are strong links from the programme to the Climate Action Plan and Clean Air action Plans, including proposals for new urban greening, traffic restrictions, EVCPs and so on.

## **11. Appendices**

**Appendix A: CTS Strategic & Local Targets: RAG Status Assessment (2023)**

**REPORT ENDS**