

# Camden Draft Transport Strategy

For a Healthy, Sustainable Borough (2019-2041)



**Overview Version**

November 2018

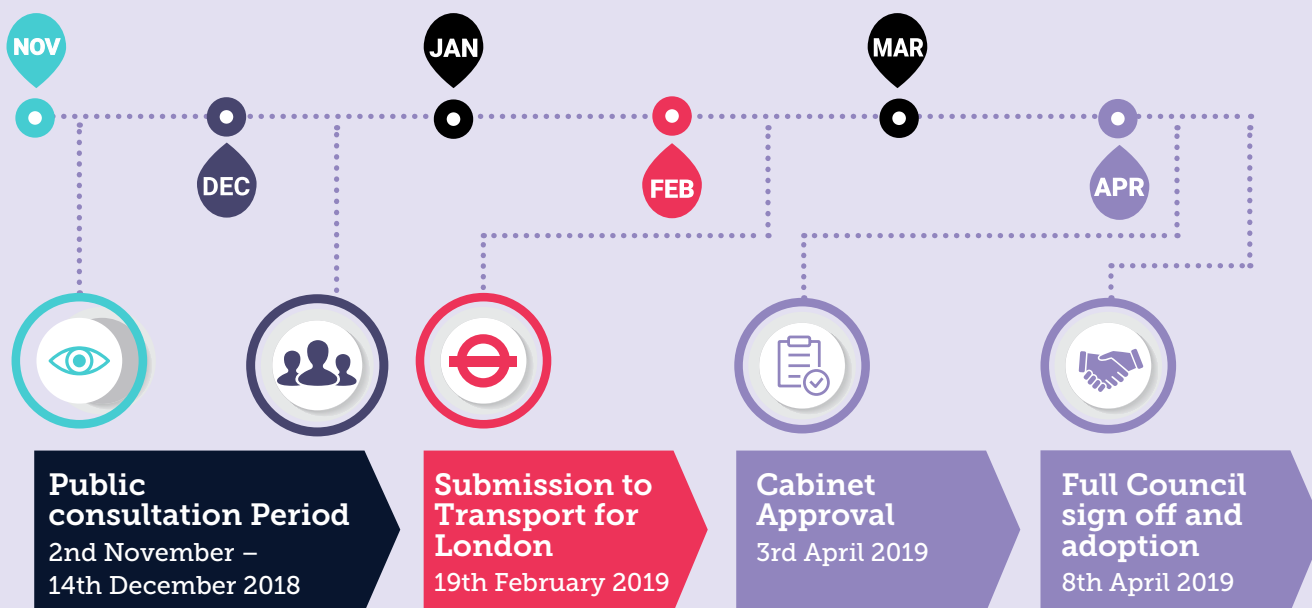




## OUR DRAFT TRANSPORT STRATEGY VISION IS:

To work alongside residents and partners in transforming transport and mobility in Camden, enabling and encouraging people to travel sustainably; nurturing healthier lifestyles; creating radically less polluted places; and upgrading the transport network to meet Camden's needs and those of London as a growing capital city.

## TIMELINE FOR CONSULTATION AND APPROVAL OF THIS STRATEGY



## FOREWORD



Without good transport, life in Camden would stand still; and standing still is not something Camden is known for.

This new draft transport strategy envisages how the council will improve the way people move around Camden in the decades to come. As both Camden and London grow, carrying on doing what we have been doing will mean that we are

only just keeping up with demand. We need to go further to radically change the way we move about, and to ensure that travel becomes safer, healthier, and more affordable than ever.

We present this strategy at a time of great change and uncertainty. Cuts to the public sector look set to go on and on. Brexit may seem unrelated to transport and mobility matters, but all

aspects of public policy will feel its impact. Meanwhile, changes in the form of new methods of travel, such as electric cars and bikes, the rise of on-demand services, and changes in the world of work, all present their own challenges and opportunities.

The policy context has changed too, largely for the better. The Mayor's Transport Strategy is an ambitious document which raises the bar for London's boroughs. For instance, the MTS goal for zero deaths on London's road by 2041 is difficult to achieve but it is undoubtedly the right one. If we do not try, we will never succeed.

The Mayor's specific ambition to reduce car dependency is also one that should win support. In Camden we have made strong progress towards this over the last decade, boosted by our previous transport strategy and seeing a fall in car ownership to just



one-third of households in the borough by 2017. But the time is right to devise a new transport vision for the borough given the huge changes experienced since the last strategy was agreed in 2011.

Congestion remains a challenging problem and one which must be addressed if those who have an essential need to use cars – because they cannot switch to walking, cycling or public transport – are to be able to travel around the borough successfully. Issues related to poor air quality have shot up the agenda, and Camden Council's goal to achieve World Health Organisation standards for the air we breathe require that we make inroads into emissions from transport.

And not everything has gone as we hoped: total road traffic casualties across our road network have risen in recent years, while the huge contribution that active travel can make to our

physical and mental health remains too untapped. Inequality in access to, and impact from, transport also remains too entrenched.

For these reasons, this draft strategy makes clear its vision to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. Underneath this top-level ambition we present more detailed action plans which set out, for the perusal and involvement of the partners whose assistance we need, the detail of how we will make progress in improving: road safety; walking and accessibility; cycling levels; infrastructure for electric vehicles; and emerging plans for freight.

New technology, a growing population, a difficult environmental context and the raised ambitions we set for ourselves are combining to create a challenge for Camden, and London, to

change. This challenge is a stretching one no doubt, but it is achievable; and it is a goal we can achieve by working together, rather than alone, and for the benefit of all.

I therefore strongly encourage you to read and respond to this draft strategy, and in doing so to play your part in ensuring the final version of the strategy will deliver our ambitious vision for transport in Camden.



**Councillor Adam Harrison**

Cabinet Member for  
Improving Camden's  
Environment



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## EXECUTIVE SUMMARY

In responding to changing challenges, opportunities and policy contexts in Camden, this new draft Transport Strategy sets out our Vision, Objectives and the measures by which we are going to achieve them. We want to better connect Camden – its residents, businesses, organisations and visitors – by the healthiest, most efficient and most sustainable forms of transport – and in doing so help meet wider goals including improved air quality, personal health, community cohesion, access to opportunities and services, and economic growth.

## OUR OBJECTIVES IN SUPPORTING THAT VISION ARE:

### Objective 1:



To transform our streets and places to enable an increase in walking and cycling.

### Objective 2:



To reduce car ownership and use, and motor traffic levels in Camden

### Objective 3:



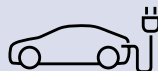
To deliver a sustainable transport system and streets that are accessible and inclusive for all

### Objective 4:



To substantially reduce all road traffic casualties in Camden and progress towards zero Killed and Seriously Injured casualties

### Objective 5:



To reduce and mitigate the impact of transport-based emissions and noise in Camden.

### Objective 6:



To deliver an efficient, well maintained highways network and kerbside space that prioritises the sustainable movement of goods and people

### Objective 7:



To ensure economic growth and regeneration is supported by, and supports, a sustainable transport network



## To achieve these objectives, our policies and measures will include:

- ♦ Delivery of a series of transformational, area-wide transport and public realm improvements that prioritise and enable active travel modes, and reduce the dominance of motor vehicles
- ♦ Implementation of a robust and ambitious set of parking policies – including reviews and amendments to our parking permit charges and structures, and considering the feasibility of (and next steps if feasible) a Workplace Parking Levy in the Borough – to contribute to reducing motor traffic levels in Camden
- ♦ Delivery of a range of other measures to restrict traffic rat-running on our residential streets and around schools, including timed/permanent restrictions to (non-exempt) motor vehicles on individual streets and across broader areas
- ♦ For essential trips that still need to be made by motor vehicles, to provide an expanded network of Electric Vehicle Charging Points (EVCP) to encourage and enable a shift towards the least polluting vehicles. This will be supported by other policies such as parking charges
- ♦ Provision of high quality alternatives to private motor vehicle use – from supporting important public transport infrastructure improvements, such as Crossrail 2, to car clubs and cycle hire systems – that further enable mode shift
- ♦ The development and implementation of a high quality, Borough-wide cycle network that provides safe and attractive routes for all ages and abilities





- ♦ An evidence-led approach to road safety that focuses implementation of measures where they will have the most effect at reducing collisions, and a rolling programme of actions to reduce speeds in line with our Borough-wide 20mph limits
- ♦ Supporting, and lobbying TfL to go further, in the development and implementation of their programmes which will improve air quality in the Borough, such as low emission bus fleets and the Ultra-Low Emission Zone
- ♦ Enabling, and mitigating impacts of, development sites across the Borough – from HS2 to growth areas – via the robust applications of our planning policies effective monitoring and provision of sustainable transport options
- ♦ Developing and implementing five, focussed Action Plans to help achieve our objectives: a Walking & Accessibility Action Plan, a Cycling Action Plan, a Road Safety Action Plan, an Electric Vehicle Charge Point (EVCP) Action Plan, and an (emerging) Freight Action Plan.

In delivering these schemes, programmes and policies we will achieve the following high-level outcomes (with interim targets also set):

- ♦ An increase in sustainable transport mode share by Camden residents from 85% (2017) to 93% (2041), including a quadrupling in cycle mode share by Camden residents, from 3.6% (2017) to 15% (2041), and half of all residents' trips to be made on foot by 2041
- ♦ A reduction in motor traffic volumes by 20-25% by 2041 compared to 2016 data
- ♦ Reductions in Nitrogen Oxide (NOx) and Particulate Matter (PM10) from road transport, of 95% and 61% respectively by 2041 (compared to 2013 data), that assist the Borough in meeting World Health Organisation targets for both
- ♦ Achieving zero Killed and Seriously Injured road collision casualties per annum by 2041, against a baseline of 100 (2010-2014 average)

This Overview Version provides a condensed summary of the main Strategy, which contains full details of the challenges, opportunities and various solutions to them outlined here, along with details of various supporting documents to the Strategy. One of those documents, the Evidence Base Report, provides sources for statistics and information quoted in this Overview Version

## 1 | BACKGROUND

Transport is an essential means through which people achieve their goals in life. The transport policy that the Council agrees is central to helping people and goods/services reach their destinations, improving health, ensuring equality of access and inclusivity in travel, transforming our streets and public spaces, improving prosperity, and assuring quality of life for all.

Camden's geographic location in the heart of a major international city means that the transport projects and schemes we provide are crucial not just to our residents but to the huge numbers of people (and goods) who either pass through the Borough, or for whom Camden is their destination. We are building on solid foundations, with a history of progressive transport policies and carrying out innovative and transformational transport schemes. But we recognise there is more to do, to ensure that our transport network and streets, is inclusive and enables people to live in clean, vibrant and sustainable places, where walking, cycling and public transport is the best way to get around.

Camden is at the centre of a global economy and strong growth is one of our priorities for 2025. We are also the destination of choice for some of the most dynamic businesses in the world. We need to make sure that Camden continues to be the best place in London to do business, with the infrastructure that business needs to grow. Camden's transport network and streets connect people to opportunities and essential goods and services both within and outside of the Borough - jobs, education, health care, shops, recreation and leisure - and transport accessibility is the major catalyst for unlocking growth areas identified in our Local Plan.

However, Camden, like the rest of London, faces transport challenges on several fronts: rising congestion and delays, poor air quality and continued carbon emissions, noise,





overcrowding on public transport networks and streets, traffic dominance, the cutting-off and severing of communities by heavily trafficked roads, road danger and personal security. For example, when preparing our vision for Camden in 2025, residents identified air quality as a community challenge and asked that we work together to take “bold action” to improve air quality.

If left unchecked these problems will be exacerbated by population and economic growth, both within and outside of the Borough, which generates additional demand for mobility. Within Camden, fueled by major growth sites in the Euston, Kentish Town, King’s Cross, West Hampstead, and Holborn/Tottenham Court Road areas, it is estimated that the Borough’s resident population will increase by 30,000 people by 2031 and there will be an extra 79,000 new jobs in the borough by 2036.

With growth comes the construction of developments to provide the homes, jobs and infrastructure to support the needs of our growing population, bringing its own set of challenges. A particular issue for Camden is High Speed 2 (HS2), the impacts of which will be felt across the whole borough over an extended period. The environmental impacts of multiple movements of numerous heavy vehicles across all development sites in the Borough, not just HS2, will be considerable,

contributing to challenges around noise levels and pollution, and presenting additional road safety concerns, particularly among vulnerable people.

The wider policy context is also evolving. Camden, along with other Boroughs, need to adapt our own plans to help deliver the Mayor of London’s objectives outlined in the Mayor’s Transport Strategy (MTS, 2018). A specific focus of the MTS is the vital role that transport plays in reducing health inequalities: along with deteriorating air quality, noise and road casualties, sedentary lifestyles present significant health challenges. In response, the Mayor has established a people-centred Healthy Streets framework for assessing the quality of the street environment looking not only at how transport infrastructure helps London’s population get around, but also what impact this has on city life more generally.

**Figure O.1 The Healthy Streets indicators**



Camden has led the way with innovative and bold action in the past, with the result that significant progress has been made in a number of areas since the last CTS in 2011. Mode share by car by Camden residents has decreased from 19% (2011) to 13% (2017) of all trips – 6% lower than the average for all other inner London Boroughs – and the percentage of households without access to a car has risen from 61% (2011) to 65% (2017). Walking trips remain particularly high in the Borough, and overall traffic levels have fallen. However, there is a need to go further in this Strategy to achieve the step

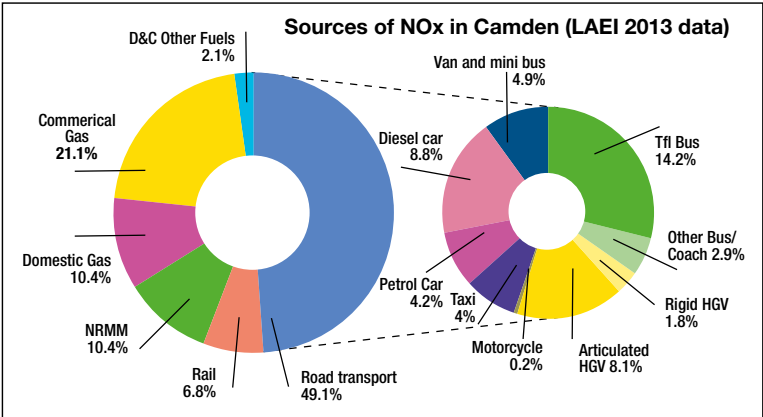
changes that are required to consolidate our achievements and address the ongoing challenges summarised below.

## 2 | OUR TRANSPORT CHALLENGES AND OPPORTUNITIES

The CTS identifies key transport challenges and opportunities to address them. These are discussed in more detail in Chapter 2 of the main CTS document, and the supporting Evidence Base Report.

**Air quality:** road transport accounts for nearly 50% of Particulate Matter and Nitrogen Dioxide in Camden, two of the most dangerous pollutants for health and contributing to the premature death of nearly 10,000 people a year in London. People are also twice as likely to be affected by pollution in areas of higher deprivation as these areas have poorer air quality.

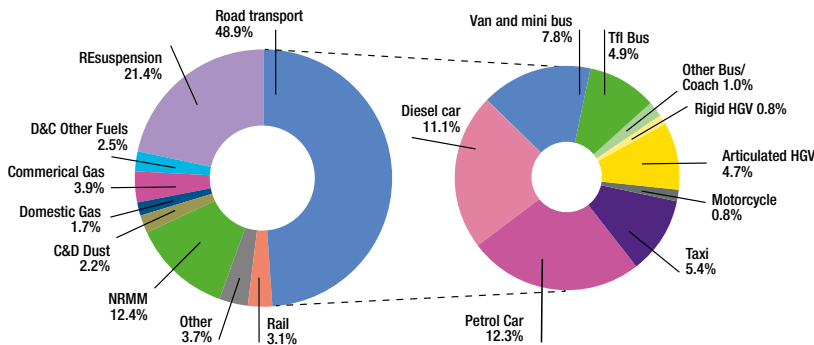
**Figure O.2 – pollution sources in Camden**





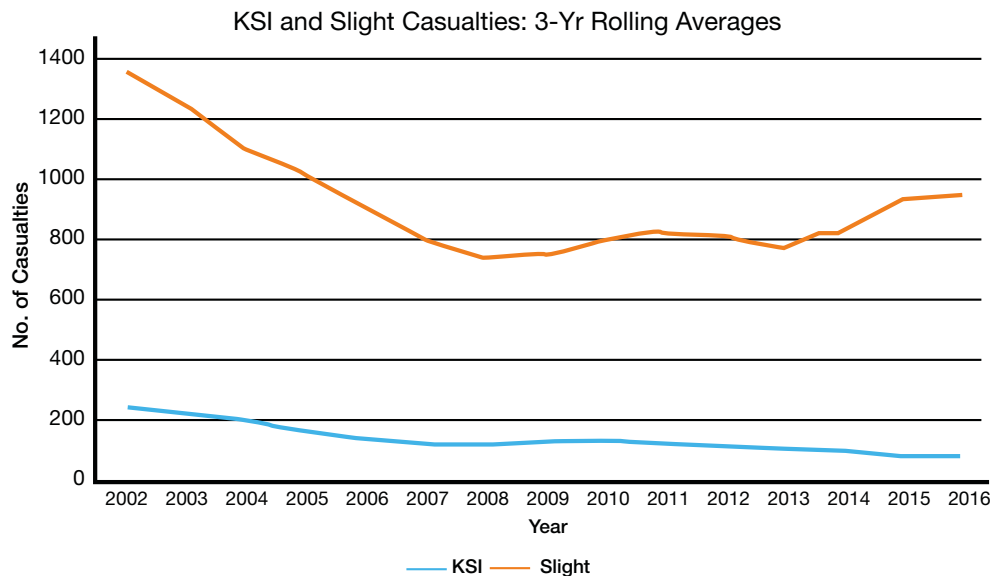
**Carbon emissions:** transport accounts for nearly a quarter of London's greenhouse gas emissions, and is the second biggest contributor to Carbon Dioxide (CO<sub>2</sub>) which is associated with climate change and extreme weather incidents. This in turn affects health and well-being through heatwaves and drought as well as flooding. While London's greenhouse emissions have been falling it is not sufficient to avoid the worst impacts of climate change. Greenhouse gas emissions across London must reduce from their current level of around 8.3 Mt a year to 1.5 Mt by 2050.

**Sources of PM<sub>10</sub> in Camden (LAEI 2013 data)**



**Road danger:** London has one of the highest casualty records among 15 major European cities. Whilst Killed and Seriously Injured (KSI) casualties have decreased in the Borough since 2011, total casualties have increased as a result of growth in 'slight' casualties.

**Figure O.3**  
**KSI and slight**  
**casualties on**  
**Camden's roads,**  
**2002-2016**



Reducing road danger and risk is fundamental to creating streets where more people to switch to sustainable modes, and contribute to realising the potential for walking and cycling and achieving the CTS targets. There is a wealth of research (for example from TfL and the DfT) which shows that fear of traffic is a major deterrent to more people cycling, while older people and younger people particularly (and parents of children) say that fear of traffic stops them walking. In the case of older people it may result in increased isolation, while for younger people it may encourage driven trips on the journey to school. The MTS therefore adopts a Vision Zero approach to road safety, working towards the elimination of road traffic deaths and serious injuries by 2041, by reducing the dominance of motor vehicles on London's streets and the risks that this presents.

**Congestion:** London is one of the most congested cities in Europe and, despite the Congestion Charge, it has increased in recent years. Vehicle delays are highest in Central London, including in Camden, and have increased more than other parts of the city, with significant consequences for the economy. Car use, including taxis and PHVs (which have grown in number considerably in Camden in recent years), is a particularly inefficient use of limited space with 85% of car driven trips in London driver only or just

one passenger. Background traffic levels in the Borough have flat-lined in the last 3 to 4 years, having previously shown signs of reductions, and therefore updated policies and measures are required to re-establish the downward trend.

The rise of delivery vans for internet shopping has also been shown to be inefficient, with most vans rarely even half full and many failed deliveries. Other modes such as freight and coaches also have impacts on the street as well as residents' amenity.

**Noise:** noise from transport is associated with annoyance, stress, sleep disturbance, and impaired cognitive performance, leading to increased incidences of arterial hypertension, the development of cardiovascular disease, the risk of coronary artery disease and stroke.

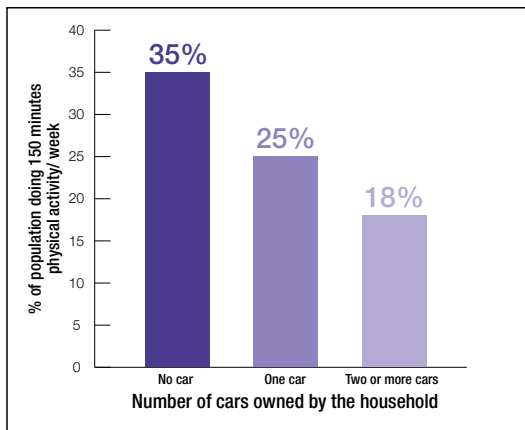
**Physical inactivity:** an inactive lifestyle is a leading cause of disease and disability and an increased likelihood of obesity. The UK Government's Chief Medical Officer (CMO) recommends that adults do a minimum of 150 minutes of physical activity a week; for children this is one hour. In Camden one in five adults takes less than 30 minutes of physical activity a week while just one in eight 15 year olds meets the required levels. Active travel – walking and cycling – is the





main way that Londoners meet their physical activity needs. But data shows that higher car ownership is associated with lower levels of physical activity.

**Figure O.4 Access to a car reduces opportunities for physical activity**



### **Mental health:**

Creating public spaces that are both safe and social that encourage face-to-face interaction and keeping active have huge benefits for well-being: people are less likely to be depressed, anxious or tense and are more likely to feel better about themselves; They are also more likely to keep mobile and independent as they get older if the environment is conducive to active travel.

**Driving into Camden, parking pressure and through traffic:** demand for kerb space in the borough is under severe pressure and a wide range of competing demands have to be managed. Even new car-free developments generate trips from visitors who can drive in and park outside the hours of controlled parking, and the school run and rat running' traffic present a problem for residents.

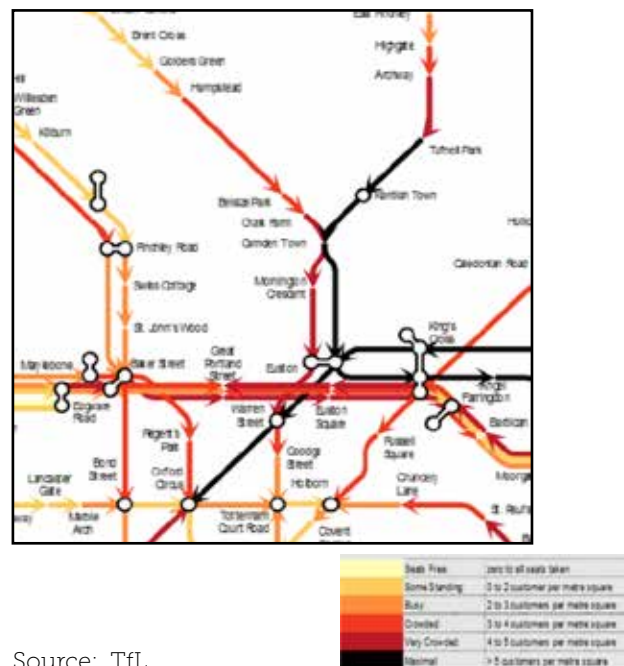
In 2017, the Council put in place a car-free policy for all new developments across the whole borough which will help to mitigate the impacts of growth. However, we must also identify ways to minimise existing levels of car ownership and use among people living in Camden, as well as for those coming into or moving through the borough.

And there is significant potential to do so: many journeys taken by car are short and it is likely that many could easily be walked or cycled. In Camden, 70% of residents' car trips are under 5km, with 40% under 2km. Evidence from TfL's walking and cycling potential data shows significant opportunities for switching trips to active travel modes in Camden.

## Public transport overcrowding:

Despite benefitting from excellent public transport in the borough, many buses, underground and rail lines are seriously overcrowded with some lines in Camden the most overcrowded sections of anywhere on the Tube network. The passenger experience is often unpleasant, and bus journeys have become more unreliable. Even with significant investment and planned improvements, overcrowding will continue, mainly due to growth with demand outpacing supply. Journeys need to shift from public transport to active travel modes where there are opportunities to do so, to free up space as demand for services increases. It is estimated that 400,000 public transport trips made in Camden (journey stages) could be cycled, 73,000 of which could be made by residents. Of the 175,000 journeys that could be walked in Camden (both residents' journeys and those visiting) approximately 130,000 (nearly 75%) could come off public transport - 65,000 each from bus and underground.

**Figure O.5 Even with significant investment, the tube network in Camden will remain overcrowded by 2031 (weekday peak AM hour)**



Source: TfL

**Accessibility and inclusion:** Ensuring that everyone can access the transport network underpins Camden's commitment to delivering the borough's over-riding objectives to reduce inequality and improve the health and well-being of its population, where everyone has a chance to succeed, and everyone can lead happy, healthy and fulfilling lives. But often people are deterred from using the streets or public transport for fear of anti-social behaviour, road danger,



pollution, and physical barriers, particularly on the underground and rail networks where many stations do not provide step-free access. The Council also has to be mindful of the specific needs of an aging population while also helping to ensure that older people remain independent and healthy for as long as possible.

**Growth:** London is the biggest it has ever been in its history, putting enormous pressure on the transport network. Camden is predicted to grow to 265,300 people between 2016 and 2031, nearly 2,000 additional people per year, while the number of households will grow by 19,200 or nearly 1,100 per year; the number of jobs in Camden is forecast to grow from 286,000 to 375,000 by 2031. Growth will increase the demand for travel and mobility, placing additional pressure on the transport network. The Council will need to manage it in a way that does not adversely affect the physical, social and economic well-being of the people who live and work here. Less congested, dangerous and polluted streets will also support our businesses, ensuring reliable essential deliveries and servicing, and creating safe and attractive environments which people want to visit and spend time in.

Constructing the new buildings – both the homes and offices – and the transport links to accommodate a growing population also presents a challenge, particularly around HS2, with significant implications for safety and pollution.

**Technological advances:** The rapid emergence in recent years of new technology for transport, particularly mobile-phone/app based on-demand services, is likely to continue. Many of the options are car-based: ride and car-sharing apps, autonomous vehicles (driverless/self-driving vehicles), and on-demand bus services are just a few of the new models of mobility which are promoted as a solution to London's transport problems, reducing the need for private car ownership and freeing up scarce kerb space currently used for parking. They can also improve accessibility for those with restricted mobility or at times and locations where other alternatives are in short supply. However, evidence regarding their impacts is lacking and where it is available it is very mixed, and shows that vehicle use may increase. It is essential that these are considered and tools developed to keep pace and manage them effectively so that they deliver the services that London needs.



THE WEST END PROJECT – TOTTENHAM COURT ROAD – CREATING TRANSFORMATIONAL HEALTHY STREETS

### 3 | OBJECTIVES, POLICIES AND MEASURES

In response to these linked and urgent challenges, this CTS focuses on changing the way people travel and goods are transported, enabling a further shift from motorised traffic to more sustainable, active, healthy modes – walking, cycling and public transport – and creating streets that will support our vision.

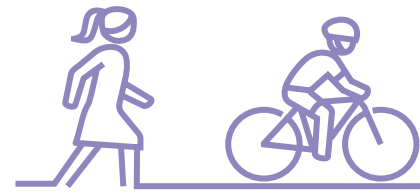
Camden's transport strategy objectives to achieve our vision are presented below, along with a selection of policies and measures that will help to deliver them (see Chapter 3 of the CTS for more detail). They respond to our urgent transport challenges as well as the opportunities, and help to achieve the nine key

outcomes of the Mayor's Healthy Streets framework (see Chapter 3, of the CTS for details). They are also designed to contribute to wider local economic, social, health and environmental policy outcomes both for the borough and for London, and delivering our vision.





## OBJECTIVE 1: TO TRANSFORM OUR STREETS AND PLACES TO ENABLE AN INCREASE IN WALKING AND CYCLING.



Getting more people to shift from motor vehicles and public transport to walking and cycling is fundamental to achieving Camden's vision. Enabling more walking and cycling is an essential element of the Council's efforts to improve air quality and reduce transport's contribution to climate change. Walking and cycling are also the most affordable and healthiest modes of travel and make the most efficient use of limited carriageway space.

They also help to reduce overcrowding on public transport on shorter journeys, particularly as London grows, and makes the public transport network more accessible for those who rely on it. Similarly, switching trips to active travel modes reduces pressure and congestion on the highways network, benefitting those with an

essential need to use private motor vehicles. The policies and measures outlined below will help us to meet our target of doubling Camden resident mode share for cycling, from 3.6% (2016/17) to 7.5% by 2025, and doubling again to 15% by 2041, as well as help to increase residents mode share for walking from 42% (2016/17) to 50% by 2041.

These are some of the measures that the Council will deliver:

- ♦ Delivery of area-based schemes and Liveable Neighbourhoods, prioritised using a robust methodology, to deliver transformational environments that enable walking and cycling.
- ♦ The creation of a Borough-wide network of cycle routes that are safe, comfortable and accessible for all, as part of our Cycling Action Plan. This network will be composed of 'primary' routes using existing main road corridors (where we will look to separate cyclists from general vehicle traffic and pedestrians) and 'secondary' routes that will mainly use quieter, residential streets and/or suitable parks and open spaces. The network will be planned around evidence of demand such as TfL's Strategic Cycling Analysis and our own cycle flow data to help ensure funding is prioritised in locations which will see the greatest return on investment.
- ♦ A series of measures within our Walking & Accessibility Action Plan,

including: transformational public realm improvements; walking audits to identify priority locations to implement a programme of pedestrian Countdown and continuous footways at side roads; roll out of Legible London; new and improved crossing points for pedestrians and the promotion and development of high quality leisure walking facilities such as the proposed Camden High Line, and the towpath along the Regent's Canal.

**Figure O.6: Proposed Camden High Line**



- ♦ Targeted road safety improvements on streets with high actual and/or perceived levels of accidents/danger for vulnerable road users and specific measures in and around schools to both improve road safety and enable increased walking & cycling to school.
- ♦ The Council will change how road space is allocated, including reducing kerbside space for parking/loading provision, and reallocating carriageway space to active travel modes, if necessary, to enable and encourage people to walk and cycle, to improve road safety and deliver enhancements to the public realm.





## OBJECTIVE 2: TO REDUCE CAR OWNERSHIP AND USE, AND MOTOR TRAFFIC LEVELS IN CAMDEN



Providing attractive alternatives to car use is not sufficient on its own to encourage a shift to sustainable, healthy, active travel. A parallel approach which discourages non-essential motor traffic and makes it the least attractive option is also needed. To deliver this objective the Council will therefore seek to restrict and reduce opportunities for inessential car ownership and use, both for journeys made within the borough and for traffic entering the borough. Parking policy is a key lever to achieve this objective, with measures both at the journey origin and destination. Our target will be to decrease motor traffic flows recorded in the Borough by 5-10% by 2021, and by 20-25% by 2041.

A selection of the measures the Council will undertake, and policies we will adhere to, include:

- ♦ Reviewing parking charges for residents, visitors, paid for parking and all other renewable parking permits, on a regular basis, including options to increase those charges or adjust the charging structure, in order to ensure that they continue to meet our transport strategy objectives;
- ♦ Undertaking a feasibility study into a workplace parking levy (WPL) in Camden and progression of next steps subject to that feasibility;
- ♦ Developing a programme of traffic restrictions, both timed and permanent depending on the location, to deter inessential car use and traffic 'rat running', including our Play Streets and Healthy School streets initiatives;
- ♦ Only supporting on-demand and other 'flexible' forms of motorised travel, such as on-demand bus services or 'free floating' car clubs, where there is robust and relevant data to show they can help reduce car ownership and use in Camden, and help deliver other objectives in this Strategy;
- ♦ Commissioning a study to provide a robust evidence-base using all relevant data and local context to identify where amendments to Controlled Parking Zone (CPZ) hours of control or size will have an impact on car ownership and car use, and use that study to help guide future CPZ reviews and decisions;
- ♦ Providing attractive alternatives to car ownership and use, including expanding our existing cycle hire initiatives, developing e-bike schemes, and supporting our existing 'back to base' car club offer.



### OBJECTIVE 3: TO DELIVER A SUSTAINABLE TRANSPORT SYSTEM AND STREETS THAT ARE ACCESSIBLE AND INCLUSIVE FOR ALL



CREATING ATTRACTIVE, ACCESSIBLE PLACES FOR PEOPLE: PRINCES CIRCUS, AS PART OF THE WEST END PROJECT



Accessibility is about equity: not everyone has equal access to the transport network for numerous and complex reasons, and barriers to accessing that network can exclude people and often isolate them. Overcoming these barriers is essential for ensuring that our streets and the transport network are inclusive, and everyone can enjoy health benefits of a more active lifestyle.

Older people and those with physical and mental disabilities are also more reliant on public transport, particularly buses, than other groups. Yet overcrowding can prevent those most in need from using the network.

Some of the policies and measures to deliver this objective will include:

- ♦ Remove clutter and obstructions from the public footway which impede movement and permeability, particularly for those people with mobility impairments, and pedestrians and cyclists. This includes seeking to remove redundant street furniture, A-boards, table and chairs unless a licence has been granted, and consolidating street signage onto fewer posts.
- ♦ Lobby TfL and Network Rail to improve step-free access (SFA) at underground, Overground and mainline stations within the borough to improve accessibility, including at Kentish Town and West Hampstead.
- ♦ Work with local groups and organisations, particularly children, the elderly and those with a disability, in the development of new area based schemes, to understand and respond to the needs of excluded and vulnerable groups.
- ♦ Continue to review, and provide as appropriate, reasonable parking for essential uses, particularly for blue badge and green badge holders, and prioritise these over other motor vehicle parking spaces where competition on kerbside space is high.
- ♦ Deliver bus priority improvements across the Borough, and the provision of suitable on-demand bus services (particularly in the north of the borough), which are of benefit to those otherwise excluded from such networks





## **OBJECTIVE 4: SUBSTANTIALLY REDUCE ALL ROAD CASUALTIES IN CAMDEN AND PROGRESS TOWARDS ZERO KILLED AND SERIOUSLY INJURED (KSI) CASUALTIES**



**CAMDEN NOW HAS A 20MPH SPEED LIMIT ON ALL BOROUGH ROADS**



Camden supports the Mayor's commitment to deliver Vision Zero: this approach focuses on reducing the source of road danger, risk and the potential for casualties which is overwhelmingly caused by vehicle traffic. Camden's 'area based schemes' are in part prioritised with a consideration to casualty data, alongside a dedicated road safety programme to capture those streets that fall outside the main schemes.

No environment can strictly be risk free, but the Council's approach is to minimise the potential for a collision to occur, and reduce the severity of the outcome in the event of one occurring, as with our borough-wide 20mph speed limit. Engineering and changing the road layout such as traffic calming, footway widening and separated cycle infrastructure are key tools in a basket of measures which

also include complementary programs such as pedestrian and cycle skills training, education and promotion.

Reducing the perception of danger is also fundamental to creating an environment where more people will choose to walk or cycle. Traffic dominance – both volume and speed, as well as the size of vehicles- are major concerns and deter people from travelling on foot or by bike, with construction vehicles related to the multiple construction sites in and around the Borough a further, significant cause for concern..

A selection of the measures the Council will implement are:

- ♦ Use an assessment of casualties and risk among vulnerable road users – pedestrians, cyclists and motor cyclists - as a major criteria in identifying hotspot locations to help prioritise our transport projects and bespoke road-safety fund schemes, including a comprehensive Road Safety Audit to be carried out on a three-yearly cycle.
- ♦ Lobby and encourage TfL to deliver 20mph limits on all of their streets (TLRN - “red routes”) in the Borough, as well as significant road safety improvement schemes on those roads, prioritising hotspots of pedestrian and cycle casualties

- ♦ Work with Camden’s own fleet, providers and contractors, as well as those secured through Camden’s procurement and planning process (such as construction for developments), to minimise road danger associated with vehicles being driven for work purposes (work related road risk – WRRR), including for HS2.
- ♦ Reduce road danger and risk, and the perception of road danger, by improving the street environment and encouraging behaviour change, in partnership with the Police, Community Safety teams and local residents. This includes regularly reviewing monitoring data and delivering measures to ensure compliance with the borough-wide 20mph speed limit, as part of a package of proposals set out in our Road Safety Action Plan.
- ♦ Identify locations where removing parking close to junctions will significantly improve road safety, and give greater confidence to pedestrians to cross the road at side streets.
- ♦ Deliver a programme of road safety for children and schools, including pedestrian skills training, School Crossing Patrols (SCPs), awareness raising activities such as theatre in education and workshops, and deliver borough-wide campaigns focusing on vulnerable road users - pedestrians, cyclists and motor cyclists.

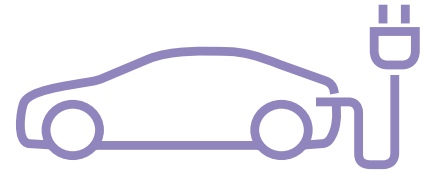




**OBJECTIVE 5: TO REDUCE AND MITIGATE THE IMPACT OF TRANSPORT-BASED EMISSIONS AND NOISE IN CAMDEN**



EVCPS WILL BE ROLLED  
OUT ACROSS CAMDEN



Motor traffic is the single biggest contributor to pollution, carbon emissions and noise in the borough, all of which significantly impact on health and quality of life. The Mayor has pledged to make Central London zero emission by 2025, and Camden is committed to reducing levels of pollution across the Borough to within World Health Organisation (WHO) standards. We will encourage those who still have essential use of a vehicle to use electric vehicles. However, carbon emissions (CO<sub>2</sub>) remain a concern, with of London's greenhouse gas emissions, and road transport is a significant contributor to CO<sub>2</sub> in Camden



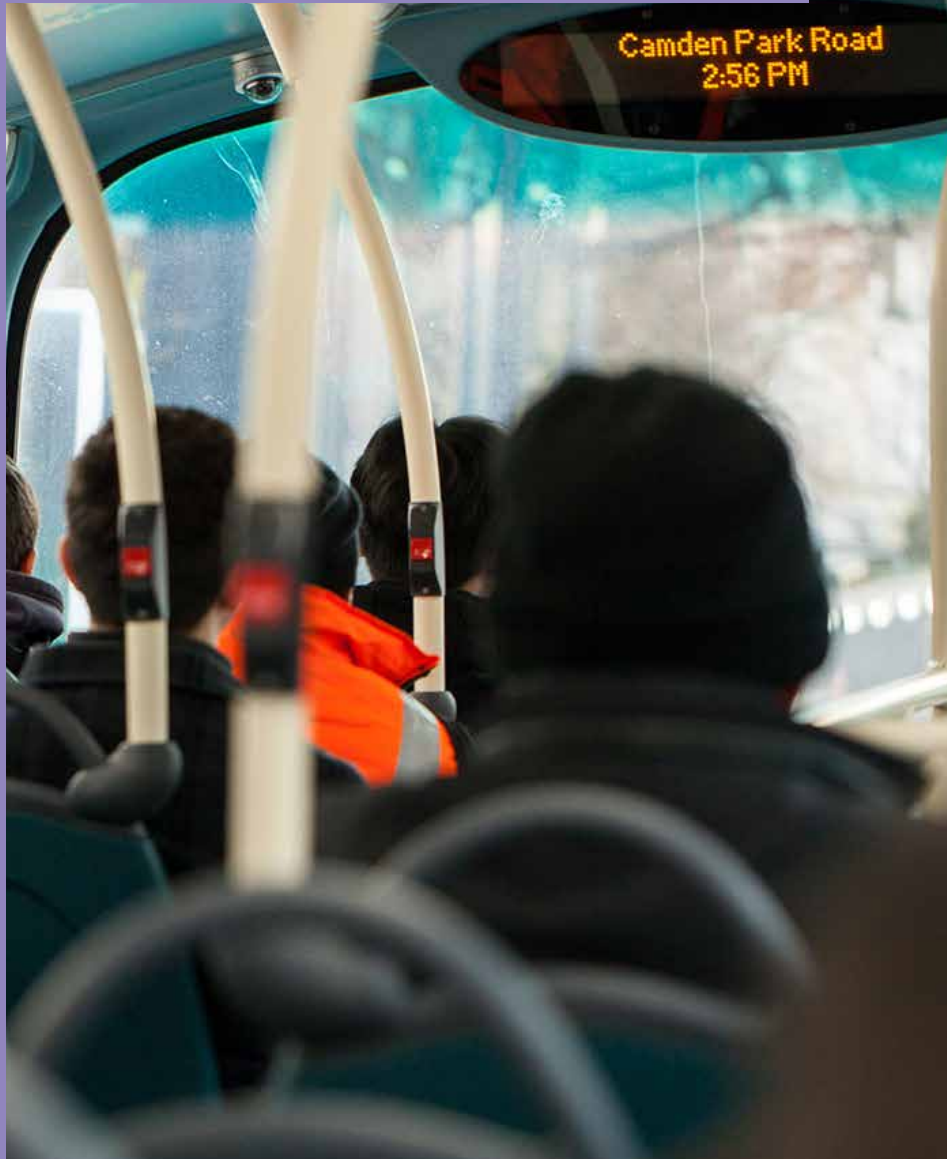
The least polluting forms of transport are walking and therefore switching trips to sustainable modes remains our priority. However, urban greening – parks, roofs, linear parks, trees, woodland and waterways, and green infrastructure – also offer a significant opportunity to mitigate the impacts of pollution and CO<sub>2</sub>.

Some of the policies and measures we will deliver include:

- ♦ Rolling out a comprehensive network of Electric Vehicle Charge Points (EVCPs) which responds to different needs, including freight, taxis, local residential charging and car clubs. This includes lamp column and rapid charging points, as part of a package of measures set out in our EVCP Action Plan. We will put all future EVCP infrastructure in the carriageway, unless it is not feasible, to minimise the impact on pedestrians, particularly those with a disability.
- ♦ Identifying opportunities for increased planting and urban greening in all transport schemes to help mitigate the impacts of carbon emissions and climate change
- ♦ Working with TfL on delivering Low Emission Bus Zones and electrifying the bus fleet, and lobby TfL to increase the speed of roll out of EVs for buses
- ♦ Continuing the Council's anti-idling enforcement at hot spots across the Borough following an initial 12 month pilot started in March 2018.
- ♦ Creating a network of area-based 'School Low Emission Neighbourhoods' across Camden, beginning with the Fitzjohn's area as part of the borough's Neighbourhoods of the Future scheme, to deliver a package of measures to improve air quality in and around schools where AQ hotspots have been observed. This will focus on reducing levels of driving to and from school, and encourage mode shift to active travel, alongside EVCP provision in the surrounding areas where there are clusters of schools.
- ♦ Regularly review, and set, our parking charges to incentivise the uptake of lower emission vehicles as well as other objectives set out in this Strategy



**OBJECTIVE 6: TO DELIVER AN EFFICIENT, WELL-MAINTAINED HIGHWAYS NETWORK AND KERB-SIDE SPACE THAT PRIORITISES THE SUSTAINABLE MOVEMENT OF GOODS AND PEOPLE**



To ease congestion and reduce delays, we must prioritise the most sustainable and efficient modes of travel while enabling essential use, particularly freight – both servicing and deliveries – and those who rely on vehicles such as those people with a disability, as discussed under other objectives. Generally, private car occupancy is at 1.5 to 1.6 persons per vehicle (DfT and TfL); while up to 10 bikes (and 10 people) occupy the same space on the carriageway. Buses are also efficient form of travel with up to 70 passengers on a double decker bus. Limited carriageway space needs to be (re)allocated to those modes that ensure limited highway and kerbside space is used most efficiently

MEASURES THAT IMPROVE BUS JOURNEY TIMES IN THE BOROUGH WILL BE IDENTIFIED AND DELIVERED



We also need to investigate opportunities for using our streets at different times of the day for different uses, developing a temporal approach (such as Tottenham Court Road) where appropriate.

Deliveries and servicing are essential for the economy: they provide the goods which people need, enable businesses to thrive, and support employment and our High Streets. Such operations can have fewer alternatives to currently use modes of travel, but their impacts can also be significant.

Measures and policies to be continued or introduced for this objective include:

- ♦ Working with TfL and other partners to ensure that taxis, coaches and Private Hire Vehicles, and other on-demand transport services contribute to the Healthy Streets outcomes, reducing their mileage and minimising their impacts on congestion, emissions, traffic dominance and road danger, as well as levels of physical activity.
- ♦ Supporting and encouraging the London Borough Consolidation Centre (LBCC), project managed by Camden, by expanding activity beyond internal procurement of goods to the other parts of the public and private sectors in Camden, and encourage other boroughs to work with the LBCC.
- ♦ Working with others, such as BIDs, to identify opportunities to increase freight consolidation both for deliveries and removing waste, including the use of Regent's Canal, and encourage last mile deliveries by cycle freight (including the use of e-bikes);
- ♦ Working with businesses to encourage retiming of deliveries outside of peak periods, through for example, waiting and loading reviews and vehicle restrictions.
- ♦ Undertaking a feasibility study into the potential use of clearways, as permitted legislation, where stronger powers are needed to better manage congestion and road safety where appropriate. This will allow the Council to enforce against non-compliance through the use of CCTV, and keep the kerbside clear.
- ♦ Deliver bus priority measures, in partnership with TfL, to improve reliability, including a review and relocation/removal of waiting and loading, extension of bus cages and hours of bus lane operation on key routes.

**OBJECTIVE 7: TO ENSURE ECONOMIC GROWTH AND REGENERATION IS SUPPORTED BY, AND SUPPORTS, A SUSTAINABLE TRANSPORT NETWORK**



THE NEW PEDESTRIAN AND CYCLE BRIDGE ON REGENT'S CANAL AT CAMLEY STREET, SECURED THROUGH THE PLANNING PROCESS.





Growth will create additional pressures on an already very busy transport network. Prioritising the most sustainable, clean and active use of the street as well as increased capacity on public transport and efforts to reduce overcrowding where possible, will be fundamental to ensuring that growth does not further exacerbate our existing transport problems and that we can respond to people's growing need for mobility as well as quality of life. Attractive places and destinations with less traffic, pollution and congestion can contribute to regeneration and economic uplift, ensuring that the borough can attract investment to create new homes and jobs for a growing population, and remain successful.

In addition to the policies and measures already outlined as part of other objectives we will also:

- ♦ Lobby and support TfL in delivery of public transport schemes in the Borough, such as Crossrail, Crossrail 2 and improvements to underground and Overground networks, to support growth and regeneration.
- ♦ With regard to HS2, and following on from the Euston Area Masterplan in 2015, Camden will produce a detailed Planning Brief for the Euston Station area which will be subject to public consultation during 2019.
- ♦ Ensure that transport is a key consideration in Supplementary Planning Documents for Kentish Town, Holborn and other areas as they arise, ensuring growth areas and developments in the Borough reflect and deliver the Transport Strategy
- ♦ Continue to secure developer contributions to ensure the maximum funding potential from new developments for transport schemes and highways improvements that support sustainable, healthy active travel
- ♦ Continue to secure and monitor Construction Management Plans, Delivery Service Plans and Travel Plans through the planning process to contribute towards this and the other objectives in this Strategy.





## 4 | FUNDING

The primary source of funding for transport improvements in the borough is from the Mayor of London and Transport for London (TfL). The Greater London Authority Act 1999 requires London boroughs to produce a Local Implementation Plan (LIP), which demonstrates how each local authority will deliver the Mayor of London's Transport Strategy (MTS) in its local area. This CTS also includes the statutory requirements of the LIP, and therefore functions as Camden's LIP for TfL purposes.

The LIP is also the mechanism by which TfL provides annual funding to support boroughs to help deliver MTS outcomes, with the funding allocated based on a formula. The LIP includes a Delivery Plan with a three year programme of investment to demonstrate how the funding will be used.

Funding for transport is also sought from other sources, such as s106 developer contributions as part of the planning process to contribute to help mitigate the increased demands on the transport network from population and employment growth. The Community Infrastructure Levy (CIL) is another source of developer funding both for high level strategic projects as well as helping to deliver local, discreet ward based priorities. The Council also submits bids to dedicated

funding streams from TfL, GLA and National Government and other funding agencies, and third party contributions, where these can be identified.

TfL's Business Plan indicates that Camden will receive £2,029,100 per year under the LIP 'Corridors and Neighbourhoods' funding for the first three year period of the new Delivery Plan (2019/20 to 2021/22) plus £100,000 a year as a 'Local Transport Fund' to be used at Camden's discretion. There is no confirmation of any Principal Road Network maintenance funding from TfL at the current time.

LIP Corridors and Neighbourhoods funding mainly focuses on engineering and infrastructure for area-based schemes (ABS); Camden also allocates some of this funding to a programme of complementary initiatives such as behaviour change campaigns, awareness raising publicity, and education. These initiatives complement and promote opportunities for active, healthy and safer travel in the Borough, an uptake of new infrastructure schemes that are delivered. The Council also sets aside LIP funding to a road safety budget and support for borough-wide initiatives.



Camden has also successfully secured funding through TfL's previous Major Scheme funding along with S106 developer contributions and Council funding to deliver the West End Project (WEP). We have also secured Go Ultra Low City Scheme (GULCS) funding for implementing electric vehicle charging points from lamp columns, and funding from the Neighbourhoods of the Future programme for delivering a School Low Emission Zone in the Fitzjohn's area. Funding from the Mayor's Central London Cycle GRID and Quietways programmes is also helping to deliver improvements for cycling.

We will also bid for other TfL discretionary funding sources, including the Liveable Neighbourhoods and Mayor's Air Quality funds, to help deliver our proposals.



## 5 | CAMDEN'S DELIVERY PLAN

### Area-based schemes

Camden has developed a three year programme of projects and schemes that are designed to meet the objectives of the CTS. For area-based schemes, we have undertaken a robust prioritisation process, mapping the borough based on a range of priority criteria including indicators around walking and cycling potential, air quality, access to public transport, casualties, and deprivation. These indicators will help ensure that limited funding is invested in areas and on schemes that will help deliver the strategy objectives and targets and address the urgent transport challenges.

The mapping has identified locations where the combination of these indicators is highest. Subsequently these locations have also been checked against other considerations such as deliverability, the availability of additional funding sources and other existing schemes.





The locations identified for Area Based Scheme funding in 2020/21 and 2021/22 are as below. The 2019/20 program includes completion of area-based schemes in development from previous years.

**(i) Kentish Town area:** incorporating Kentish Town Road (between Castle Road in the south and Fortess Road/Highgate Road in the north) and the hinterland of residential streets that feed into the high street area

**(ii) Camden Town area:** including the roads managed by Camden north of the Britannia junction, incorporating the northern section of Camden High Street, Hawley Road and surrounding residential streets

### BOROUGH-WIDE SCHEMES

Whilst the Area Based Schemes programme will help deliver our objectives in certain areas, Borough-wide funding is required to pick up and address priority locations between the (limited) numbers of ABS that can be delivered in each three-year programme.

The 'Borough-wide' element of the Corridors and Neighbourhoods Programme is split into 5 distinct sections, and help deliver outputs from associated Action Plans specifically for Road Safety, Walking & Accessibility, Cycling, Electric Vehicle Charge Points and School Travel Plan measures.

Some of the actions included in these plans are discussed above, in the section on Objectives, policies and measures.

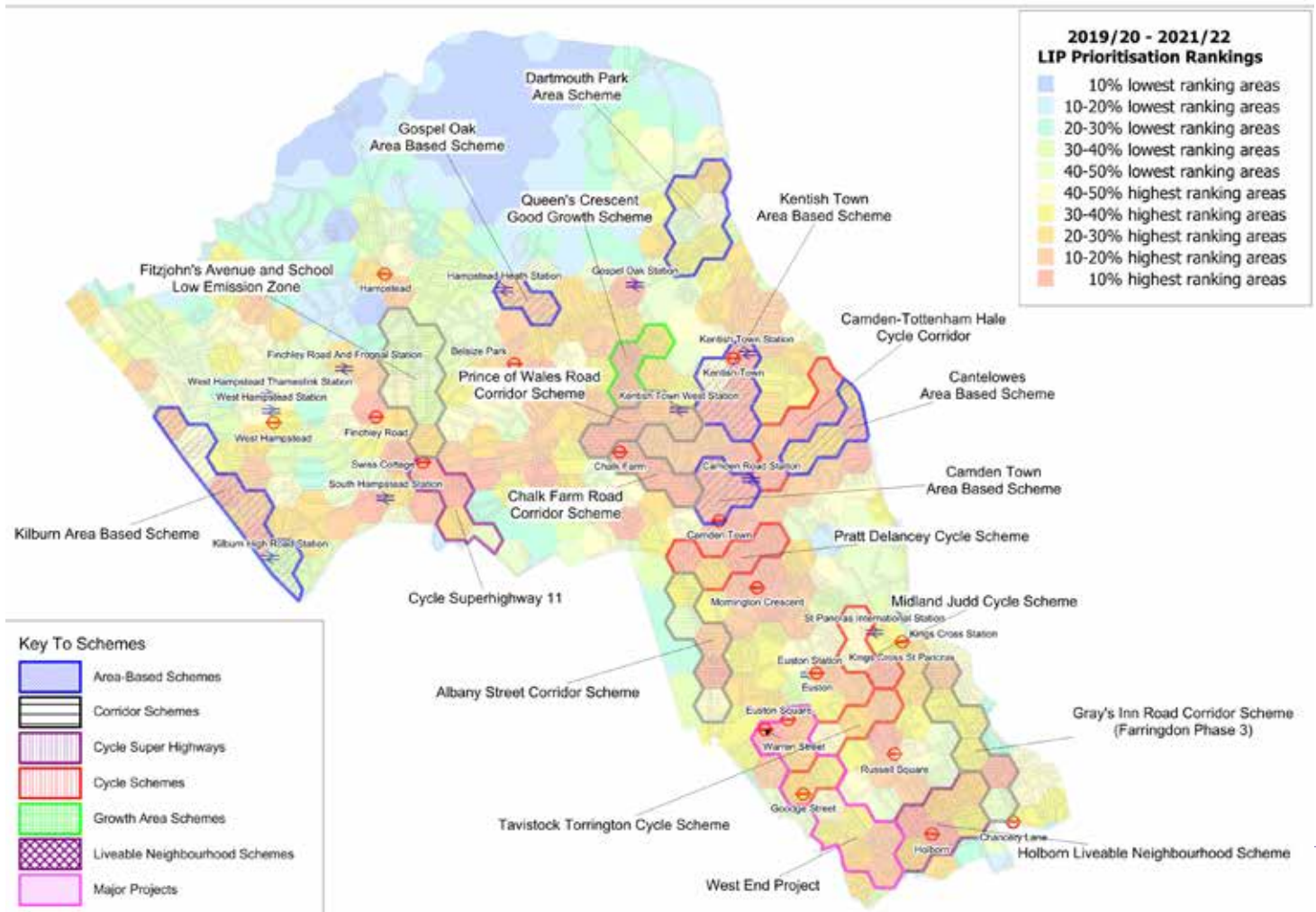
In addition a range of complementary behaviour change programmes will be continued/developed and implemented.

More detail about funding, our methodology for prioritising areas for investment, and our proposed programme projects for the three years 2019/20 to 2021/22 can be found in Chapter 4 of the CTS. Figure O8 sets out the main transport capital programmes and schemes proposed for implementation in the first 3 years of the new CTS, and how they overlay against the priority areas identified through the aforementioned process.





Figure O7: Proposed/approved large transport capital scheme programmes (2019/20 to 2021/22)



## 6 | MONITORING

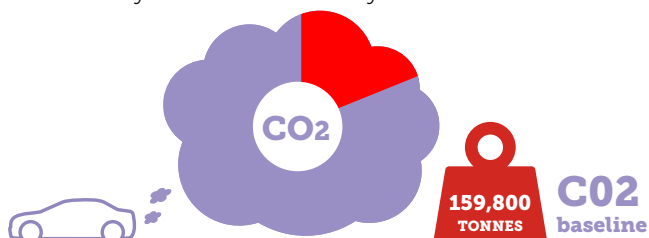
To ensure we are on track with delivering our objectives and to enable us to assess progress, the Mayor has established a core set of statutory targets and a trajectory for each borough including a central ambition to increase the proportion of journeys made by active, sustainable modes to 80 per cent by 2041 (average for London), compared to 64 per cent today. A selection of our targets, set out in more detail in Chapter 5 of the main document, **include an increase in:**

- + residents' mode share for active, efficient and sustainable travel (walking, cycling and public transport) from the current base of 85% to 88% by 2021, and 93% by 2041, to contribute to a London-wide 80% sustainable mode share by 2041;
- + the percentage of Camden residents doing at least 2 x 10 minutes of active travel a day" from the current base of 48% to 53% by 2021 and 70% by 2041
- + the percentage of population within 400m of a TfL-classified strategic cycle network in Camden from the current base of 0% to 48% by 2021 and 93% by 2041

- + The number of trips made on public transport by Camden residents from the current base of 202,000 trips a day, to 235,000 by 2021 and 276,000 by 2041 to contribute to an increase of between 14 and 15 million trips to be made by public transport every day by 2041 (London-wide)
- + bus speeds from the current base of 7.1mph to 7.3mph by 2021, and 8.1mph by 2041, to contribute to an improvement in bus speeds across London by 5-15% by 2041

**and a decrease in:**

- the number of casualties categorised as Killed and seriously injured (KSI) from the current base of 91 to 52 by 2021 and 0 by 2041 (with an intervening trajectory of 30 by 2030)
- the total annual vehicle kilometres travelled in the borough from the current base of 451 million vehicle/km per annum. We have set an ambitious target of a 20-25% reduction in traffic volumes which will result in 339-360 million vehicle/km by 2041.



**19% Reduction** in Carbon Dioxide emissions from road transport by 2021



**71% Reduction** in Nitrous Oxide emissions from road transport by 2021



- the number of commercial vehicles entering the Central London Congestion Charge Zone through Camden, to contribute to a target for 10 per cent reduction in morning peak freight transport in central London by 2026
- the number of vehicles owned in the borough, from the current base of 49,762. Camden has set a stretching target for this to be reduced to 39,500 vehicles by 2041.
- CO<sub>2</sub> emissions from road transport, from the current base of 159,800 tonnes to 129,200 tonnes by 2021, and 32,000 by 2041, to contribute to a 72% London-wide reduction by 2041;
- Nitrogen Dioxide from road transport, from the current base of 660 tonnes to 190 tonnes by 2021, and 30 tonnes by 2041 to contribute to a 94% reduction London-wide by 2041

- Particulate Matter (PM<sub>10</sub>) road transport from the current base of 51 tonnes to 36 tonnes by 2021 and 20 tonnes by 2041, to contribute to a 45% reduction London-wide by 2041.
- Particulate Matter (PM<sub>2.5</sub>) from road transport, from the current base of 30 tonnes, to 17 tonnes by 2021, and 10 tonnes by 2041, to contribute to a 53% reduction London-wide by 2041

We will also produce an annual update report on the CTS including progress towards these targets, and actions/measures to improve performance if they are not being met. Progress on measures/targets within each individual Action Plan will also be reported on an annual basis.



### 7 | SUMMARY AND HOW TO RESPOND

In line with the current MTS, this updated CTS is a long term plan to 2041. Enabling sustainable, active, and healthy travel is at its heart. Policies and initiatives which prioritise and enable walking, cycling and public transport while reducing inessential vehicle use, are key to delivering the objectives of this Strategy.

They also demonstrate Camden's commitment to continue to play a leading part in efforts to transform the transport system of the capital with bold and

innovative action to tackle our transport challenges, and to play a leading role in delivering our ambition to create a borough where everyone can benefit from safer, cleaner, more accessible and less congested streets and places, and lead healthier lives. Our intention is to use not only the resources at our disposal, but also to work closely with local communities and partners, to deliver our Vision for transport in Camden.

Full details can be found in the main document and supporting Action Plans.



To read more and have your say on our Draft Transport Strategy, visit We Are Camden at **[consultations.wearecamden.org/supporting-communities/camden-transport-strategy](https://consultations.wearecamden.org/supporting-communities/camden-transport-strategy)**. Or to get in touch email **[transport-strategy@camden.gov.uk](mailto:transport-strategy@camden.gov.uk)**, write to Transport Strategy Service (FAO S. Margolis), 5th Floor 5PS, Freepost RSLT-RJBR-TXAA, London Borough of Camden, Town Hall, London, WC1H 9JE or call **020 7974 6934/ 020 7974 2765**





# Camden Draft Transport Strategy



To read more and have your say on Our Draft Transport Strategy, visit We Are Camden at [consultations.wearecamden.org/supporting-communities/camden-transport-strategy](https://consultations.wearecamden.org/supporting-communities/camden-transport-strategy) or to get in touch, email [transport-strategy@camden.gov.uk](mailto:transport-strategy@camden.gov.uk)