

# Appendix A:

Camden Transport Strategy:  
delivery to date and developing  
the new 3-year plan



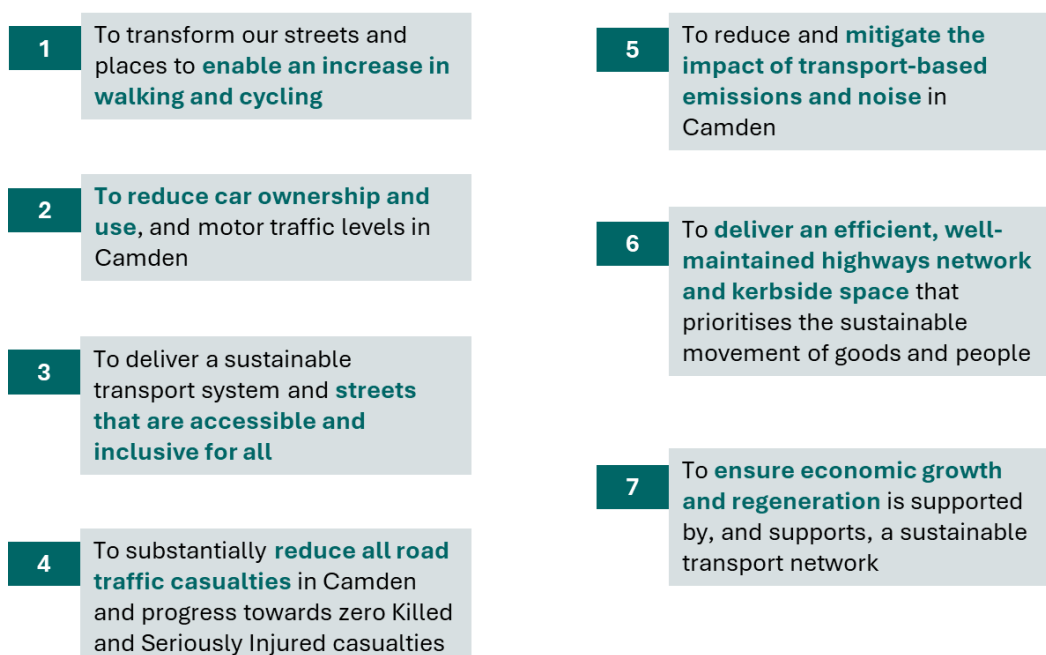
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# 1 Introduction

- 1.1. The [Camden Transport Strategy \(CTS\)](#), adopted in April 2019, sets the policy priorities, objectives, and targets to make transport and our streets safer, healthier, and more sustainable in the borough. The CTS follows the central aim of the Mayor’s Transport Strategy (MTS), which is to ensure that, by 2041, 80 percent of all journeys in London are made by sustainable modes—walking, cycling, and public transport. Reflecting this London-wide goal, Camden’s local target is to achieve 93 percent of all trips by Camden residents to be made by sustainable modes by 2041.
- 1.2. The CTS also supports other goals set out in the MTS, such as achieving Vision Zero (zero killed and seriously injured road casualties) by 2041, encouraging minimum 20-minute daily active travel, reducing motor traffic levels and emissions, and making public transport more reliable and accessible for all.
- 1.3. The CTS outlines 7 core objectives to move towards our vision of a borough that supports safe, sustainable, and healthy travel and streets, promoting well-being of all in the borough (see Figure 1). Each of these objectives not only supports the MTS, but also aligns with multiple other aspirations and policy targets of Camden (see Section 3.1). These include our goals to mitigate climate change and protect our transport systems from its impacts, reduce air pollution, enhance public health and wellbeing, promote active lifestyles, improve economic and social inclusion, enhance regeneration and place-making, and support economic growth.

Figure 1: Objectives of the Camden Transport Strategy 2019



- 1.4.** The CTS is supplemented by five action plans: Cycling Action Plan, Walking and Accessibility Action Plan, Electric Vehicle Charging Point Action Plan, Road Safety Action Plan, and the Freight and Servicing Action Plan. These outline in detail our short-term and long-term strategies to improve and enable sustainable travel, reduce emissions and noise from vehicles, and improve road safety in the borough.
- 1.5.** Every three years, Camden publishes a delivery plan outlining the implementation priorities in the forthcoming three-year period, including transport schemes that will be delivered and areas in the borough where these will be targeted. These priorities are determined after a review of the strategic goals across council services, our relative progress towards achieving the targets in the CTS, data and analysis that highlight opportunities to improve our delivery, inputs from various internal and external stakeholders as well as availability of funding.
- 1.6.** The transport schemes covered in the delivery plan are wide-ranging and are outlined in detail in Appendix B. It includes strategic cycling schemes, safe and healthy and liveable neighbourhood projects, walking and accessibility projects, Healthy High Streets, Healthy School Streets, bus priority, and more. The plan also covers a raft of behaviour change/awareness raising interventions aimed at encouraging people to reduce car ownership and usage and shift to safer and sustainable modes of transport. These include, for example, our cycle training and loan schemes, Travel for Life accreditation for schools (to support safe and sustainable travel around schools), and incentives for residents and businesses for shifting to healthy, sustainable forms of travel.
- 1.7.** The Delivery Plans also include a Local Implementation Plan (LIP), which is a series of funding bids submitted to TfL to implement Healthy Streets and behaviour change projects that directly support the delivery of the MTS. After the CTS was published in 2019, two delivery plans have been published and implemented, covering two separate three-year periods (from 2019/20 to 2021/22 – contained within the CTS itself, and from 2022/23 to 2024/25 – a separate report).
- 1.8.** The objective of this Appendix is two-fold. The first is to provide a further update regarding progress made in implementing our second and most recent delivery plan (2022/23 to 2024/25). This is summarised in Section 2. The second is to outline the prioritisation processes that have been considered to produce a new plan for the three-year period from 2025/26 to 2027/28. See Appendix B for the full delivery plan itself.

## 2 Review of progress in 2022/23- 2024/25

### 2.1 Reviews undertaken since the CTS was adopted in 2019

In December 2022, [Cabinet was updated](#) on progress towards delivering the Camden Transport Strategy (CTS) to that point. In particular, section 2 in Appendix A of those reports highlighted progress made in delivering various schemes and policies throughout the first full three-year period of the CTS (2019-2022).

In February 2024 a [further update](#) was provided on progress during calendar year 2023 to the Culture & Environment Scrutiny Committee ([see item 7](#)). Appendix A of that update also provided information on the extent of progress Camden is making towards targets in the CTS, both those set for the Borough by TfL in alignment with the Mayor's Transport Strategy (MTS) and our own "locally" set targets.

The remainder of this section provides a summary of the main CTS activities undertaken during 2024 (i.e. since that February 2024 Culture and Environment Scrutiny Committee report), including latest monitoring information/data where available. Information and updates prior to 2024 should be accessed by following the links provided above.

### 2.2 2024 update

In 2024 a number of schemes and policies have continued to either be rolled out in full, or further developed (for example to consultation stage). These measures are divided into "infrastructure" and "policy/behaviour change" as set out below:

#### 2.2.1 Infrastructure updates

A variety of transformational "Safe & Healthy Street" schemes have been brought forward throughout 2024. Highlights include:

- **Tavistock/Torrington** – in 2024 the upgrade of this key east-west (and vice versa) Cycleway through the West End/Bloomsbury has been completed. Multiple junctions along the corridor, including at the junction of Tavistock Place/Woburn Place, Tavistock Place/Bedford Way and Tavistock Place/Judd St/Hunter Street, have been improved with enhanced separation for cyclists, reducing the risk of interactions with motor vehicles. Pedestrian facilities have also been improved including a new zebra crossing near Herbrand Street being fully opened, alongside upgrades to the cycle tracks with temporary "orcas" being replaced by chamfered kerbs.



*Improved junction - Tavistock/Torrington*



*Improved “links” - Tavistock/Torrington*

- Drake Street/Procter Street** – in late summer 2024 the transformational changes to [Drake Street/Procter Street](#), and the section of High Holborn between Procter Street and Kingsway, were completed. This provides, for the first time in this area, a segregated southbound cycle track on Drake Street/Procter Street and separation “in time” for cyclists heading west towards the Holborn underground station junction. This area has witnessed multiple tragic cycle fatalities over the last decade, and this scheme seeks to provide a safer environment for all vulnerable road users on these streets. In addition to the road safety improvements, a southbound bus lane on Drake Street/Procter Street has been maintained alongside new areas of planting and Sustainable Urban Drainage systems.



*Drake Street/Procter Street cycle track and new planting areas*



- **Holborn Liveable Neighbourhood (HLN)** – the Drake Street/Procter Street area works form an early deliverable in the wider Holborn LN programme. In February of this year we carried out the next phase of [stakeholder engagement](#) to understand the views of our communities, residents, businesses and visitors to the area as we continue to shape the LN plans. Over five weeks, a variety of engagement activities were conducted using both in-person and online methods, including four large events, pop-ups, focus groups, and an online survey via Commonplace.

The engagement programme utilised multiple strategies to capture diverse voices, with particular attention to historically low-participation groups. The various engagement activities reached over 1,000 people (via online and in person) and feedback is now being analysed to help inform next steps. We've also continued to develop more [“STARter” projects](#), including consulting on proposals to create new/extend existing pedestrianised areas on [Red Lion Street](#) and [Keeley Street](#), and have completed a footway extension, urban realm and greening project on Kemble Street as part of the opening of the Space House development.



*Kemble Street pavement improvements and urban*

- **Permanent Cycleways construction** – throughout 2024 work has continued at pace to convert trial cycleways (mostly implemented since the Covid-19 pandemic) into permanent measures, following scheme-by-scheme consultation/decision making processes. This includes construction during 2024 of permanent, segregated cycle corridor improvements on [Chalk Farm Road](#), [York Way](#) and (most recently) [St Pancras Way](#). These schemes also comprise a mix of junction safety improvements, pedestrian enhancements, and new/improved urban greening and enhanced public realm. In addition a consultation has taken place to upgrade the (current) temporary cycle track materials on [Goods Way](#), alongside creating a new shared mobility hub, and the existing cycle track on

Pancras Road is shortly (autumn/early winter '24) to be extended west onto [Crowndale Road](#) following consultation.



*York Way permanent scheme under construction (Autumn '24)*



*Goods Way proposals*



*Crowndale Road (construction Autumn/early winter '24)*

- **Arlington Road area** – this calendar year (2024) has seen the construction of the final permanent elements of this [Low Traffic Neighbourhood](#) project. Large sections of the carriageway on Clarkson Row have been narrowed, slowing vehicle speeds, and providing space for extensive new greening, planting and Sustainable Urban Drainage systems. In addition, the junctions of Clarkson Row and Mornington Place, and Albert Terrace/Mornington Place, have been completed with improved public realm to complement the motor vehicle restrictions. A new pedestrian crossing on the eastern arm of the Parkway/Arlington Road junction, alongside widened footways and new planting areas, has also been implemented.





*Clarkson Row urban greening*



*Clarkson Row/ Mornington Place*

- **Healthy School Streets** – in 2024 we continued to roll out our programme of Healthy School Streets, with around 35 schools in the Borough now covered by timed motor vehicle restrictions. Camera-enforcement of the trial schemes in the Maygrove Road area (Kingsgate Primary School), Dornfell Street area (West Hampstead Primary School) and Belsize Lane area (St Christopher’s School and Maria Montessori School) has now been implemented and monitoring data is being collected, alongside further feedback from stakeholders, in helping inform whether to amend, remove or adjust those schemes at the end of the trial period.

In 2024 a further 2 schemes, covering 6 schools in total, were made permanent following initial trials. These included 5 schools covered by schemes in the [Somers Town area](#), and [Christ Church Primary School](#) on Redhill Street in the Regent’s Park area, where further post-trial interventions to improve road safety and the public realm are also proposed. Consultations also took place on proposals for new schemes around [St Luke’s Church of England School and St Margaret’s School](#) in Frognal, and [Christ Church Primary School in Hampstead](#), which also proposed wider road safety, pedestrian and public realm enhancements in the nearby area. Decisions on both of those schemes are expected in Autumn ’24. Finally, consultation on a proposal for a Healthy School Street for Our Lady’s Catholic Primary School was undertaken in summer ’24 as part of a wider set of measures to reduce through-traffic in an area [south of Camden Road](#).

- **Greening Phoenix Road** – in spring 2024 the trial closure of [Phoenix Road](#) to motor vehicles, and creation of a new pedestrian/cycle only space, opened. This included the creation of a temporary area of seating and public realm for the trial period, with feedback currently being invited from the community on the arrangements installed so far and ideas about potentially making the space permanent. As part of the scheme the junction of Ossulston Street and Phoenix Road was also closed to motor vehicles, provided enhanced pedestrian safety

and further improving an important north/south cycle route via Purchase Street and Ossulston Street.



*Phoenix Road - before*



*Phoenix Road – trial scheme*

- **Camden Road crossings** – work took place with TfL over a number of years to upgrade two existing pedestrian-only signalised crossings on Camden Road (near Canteloves Road and Rochester Road) to “Toucan” crossings (pedestrian and cycle). These are both now complete, providing enhanced east-west connections for cyclists between Kentish Town and Camden Square/onwards to Islington.
- **Gordon Square** – in 2024 the Gordon Square pedestrianisation scheme (permanently closing the road to motor vehicles between Taviton Street and Gordon Street) was completed with new planting areas, new seating and a cycle track provided to continue cycle access.



*Gordon Square – pedestrianisation scheme (summer '24)*



- **Other Safe & Healthy Streets consultations** – a variety of other schemes were progressed to consultation stage during 2024, with decisions to progress to implementation made in some cases and decision reports being prepared in others. Examples include new cycling, pedestrian, road safety and public realm improvements on [Clerkenwell Road](#), bus priority improvements on [Parkway/Kentish Town Road](#), major high street, road safety and public realm upgrades to [Camden High Street \(north\)](#) and [Kilburn](#) (where the first phase of pavement renewals and other upgrades has recently been constructed), and proposals to reduce through-traffic on residential streets [south of Camden Road](#). Most recently, proposals for new cycle lanes on [Shaftesbury Avenue](#), alongside a wide-ranging set of improvements on streets to the north of that corridor, have been consulted on.
- Measures to significantly enhance public realm, including new greening, wider pavements and road safety initiatives, were also approved following consultation in the [Fitzrovia area](#) as part of the 100 Tottenham Court Road development, in the [Bucknall Street area](#) as part of the Castlewood House development, and in the [Adeline Place area](#), with all three schemes now moving forwards to statutory traffic order/construction phases. And a new Santander Cycle Hire Docking (SCHD) station was built on [Camley Street](#), expanding the network further into the Borough. A further SCHD, on [St Pancras Way](#), went to consultation in October 2024.

### 2.2.2 Policy/Behaviour Change updates

Throughout 2024 a variety of policy/behaviour change initiatives have also been implemented or further developed, including:

- A review of the Borough's **School Crossing Patrol service** was carried out, leading to the relocation of one School Crossing Patrol Officer (SCPO) to Hawley Primary school on Hawley Road. Further relocations may take place moving forward depending on local circumstances and site assessments.
- Our extensive **cycle training programme** continued to be rolled out, with 1,514 cycle training sessions with adults/children carried out during the 2023/24 financial year.
- In March 2024 we consulted on a new **Freight & Servicing Action Plan (FSAP)** for the Borough, which was adopted following that consultation in the summer. The actions in the plan set out how we can work with businesses, organisations, residents and the freight and servicing industry, to ensure that goods and services continue to be delivered on time, but in safer, more efficient and sustainable ways.

- Increases in the hours of operation of several **Controlled Parking Zones** in the Borough have been implemented either as permanent measures or as trials, in order to further reduce inessential motor vehicle use and protect the ability to park for local residents/businesses. In 2024, the hours of control of (former sub-zone) [CA-L inner](#), in Kentish Town, were extended to match those of (former sub-zone) CA-L outer on a permanent basis. The hours of control in [CA-X](#) and [CA-F\(n\)](#) have also been extended on an initial trial basis under Experimental Traffic Orders, with [CA-G \(east\)](#) to be extended using ETOs later in 2024/early 2025.
- Multiple changes are being made to our **parking fees & charges, and terms/conditions**, as part of our [Cleaner, Fairer Parking](#) proposals. In autumn '24 the first phase of those changes – including a new Air Quality surcharge, carbon-emissions based charging introduced on most parking products, merging two paid for parking tariff areas in the north/west of the Borough into one, and restricting the number of vehicles that can be added to a parking permit, were introduced. In autumn/winter '24, phase 2 of the proposals – introducing a variety of changes to motorcycle parking, and changes to visitor scratch cards – will be subject to a separate Traffic Management Order.

## 2.3 Impact and change

The changes noted above, along with those made in the prior 4 years since the adoption of the CTS in 2019, continue to have a significant impact on transport, travel and the public realm in Camden. As set out in the [report](#) to Culture & Environment Scrutiny Committee in February '24, key Borough-wide outcomes to date include the following.

### Key Borough-Wide Outcomes

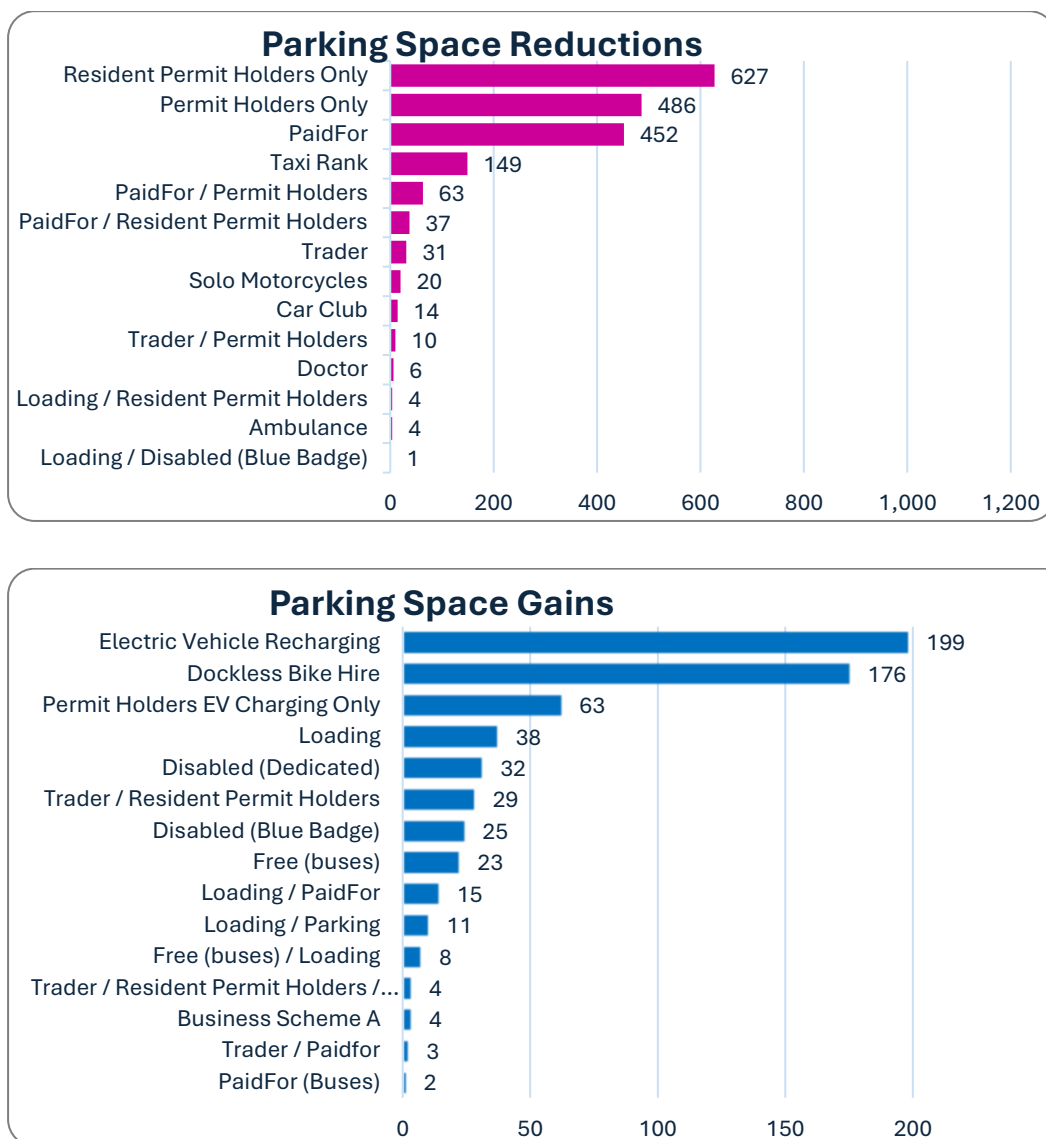
- Cycle mode share amongst Camden residents has increased from **3.6%** (2017) to **6.7%** (2022; latest TfL data)
- Walking mode share amongst Camden residents has increased from **42%** (2017) to **50%** (2022; latest TfL data)
- Motor traffic volumes on Camden's streets dropped by **15%** between 2019 and 2023 (Camden Screenline data)
- The number of cars owned in the Borough has reduced by **22%** between 2016 and 2022 – the largest such reduction anywhere in London
- NOx emissions in Camden from road transport have **halved** since 2013, CO2 levels by **15%** and PM10 by **27%**
- Other indicators (such as the percentage of schools with Travel Plans, and the percentage of streets with through-traffic restrictions) are not on track with targets and further work is therefore required

Delivering the above changes has required relatively significant changes to our kerbside. In the last 5 years, close to 2,000 parking spaces previously allocated for private motor vehicles have been repurposed for other uses, including cycle lanes, new pavements/areas of public space, cycle parking, electric vehicle charging and so on. This

is in line with Policy 1c of the CTS, which notes that we “will change how road space is allocated, including reducing kerbside space for parking/loading provision, and reallocating carriageway space to active, sustainable travel modes, if necessary, to enable and encourage people to walk and cycle, to improve road safety and deliver enhancements to the public realm”. In accordance with that policy, kerbside changes in the 5 years since the CTS was adopted include:

- A 13% reduction in the availability of paid for parking spaces in Camden, with almost 500 such spaces converted to other more sustainable kerbside uses
- Over 1,000 resident permit/permit holders’ spaces being repurposed for other uses
- Over 50 dedicated/general Blue Badge use disabled bays created

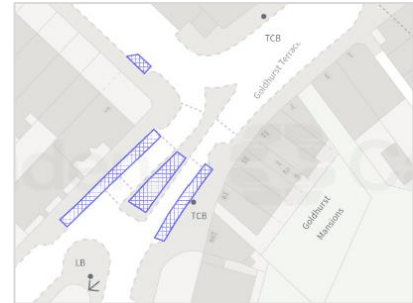
Figure 2: Changes to parking spaces in Camden since 2019



Moving to the proposed forthcoming 3-year plan, it is likely that additional, significant changes to our kerbside will be required in order to continue to meet multiple CTS and related environmental, public realm and safety ambitions.



In reallocating kerbside spaces and repurposing other hard-standing areas, in the last 5 years the equivalent of half a football pitch of new green space and/or Sustainable Urban Drainage (SuDS) systems have been created – see for example new urban greening and SuDS on Goldhurst Terrace (off Finchley Road) in Figure 3 below.



**Figure 3:** 2024 SuDS scheme in Goldhurst Terrace (image)

Finally, whilst there are areas for improvement and some targets not being met (see prior reports), which the proposed 3-year plan for 2025/26 to 2027/28 helps address, in 2024 Camden has again been recognised for the extent of transport/streetspace scheme delivery. This calendar year we have:

- Been ranked 4<sup>th</sup> by the independent [Healthy Streets Scorecard](#) (3<sup>rd</sup> excluding City of London), recognising in particular our work in rolling out segregated cycle lanes, CPZs, 20mph zones, and more. The Scorecard further recognises Camden as the top performing inner London Borough as “*delivering beyond its expected score when adjusted for density compared to other inner London boroughs*”, scoring first under this metric.
- Been recognised through either shortlisting and/or as “winners” in a range of transport and related public realm Award ceremonies, including:
  - Winner of the “Public Space” category at the [Pineapple Awards](#) for the West End Project, and the [Best Borough-led project at the Building London Planning Awards](#) for the same initiative;
  - Shortlisted in the “Creating Better Places” category at the [CIHT Awards](#) for our Micromobility Parking Hubs and;
  - Shortlisted in multiple categories, including “City of the Year” and “Transport Education & Advocacy” at the [CiTTi Awards](#), with winners announced on the 26<sup>th</sup> November ‘24

### 3 Prioritising for delivery in 2025-26 and 2027-28

Delivering the ambitious policy targets set out in the Camden Transport Strategy, within the expected timeframes and using the limited available funding and resources, often involves making decisions about competing priorities, programmes, and schemes. To identify schemes and initiatives for the three-year delivery plans, Camden employs a multi-factorial prioritisation process focused around 5 criteria. These factors are broadly same as those used to prioritise our programmes for the [previous delivery plans](#).

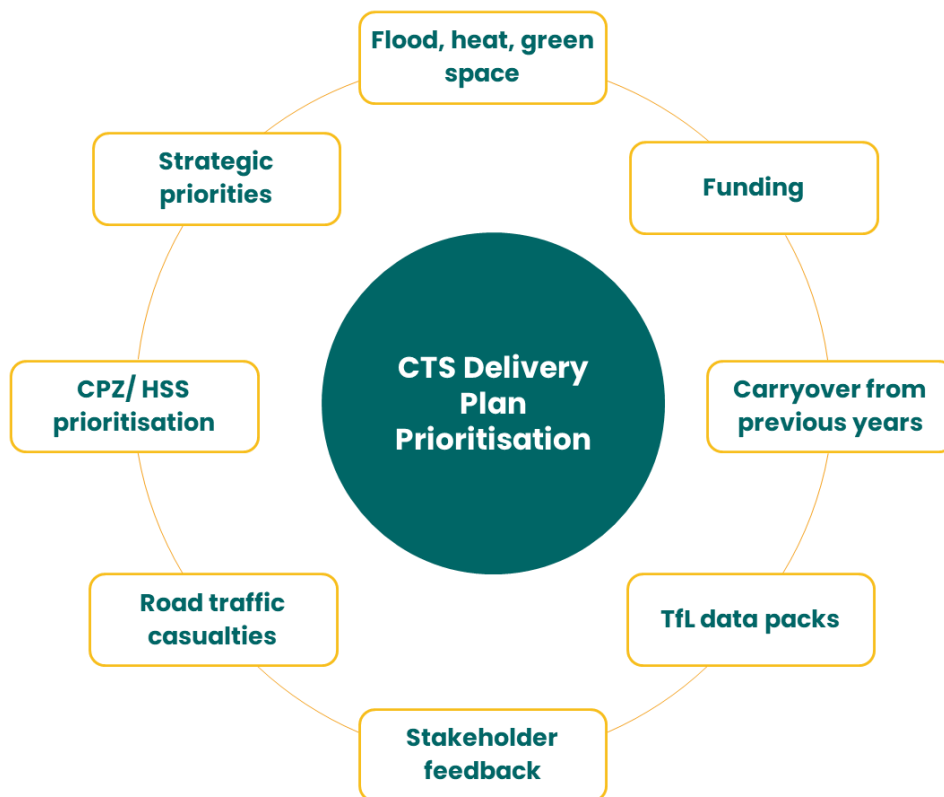
1. Which schemes will best help us achieve our **policy and strategic priorities**
  2. Any projects which are a **carryover from previous years**
  3. What relevant **data and other information/monitoring** tells us
  4. What **stakeholders** have, and continue, to tell us
  5. What can be **feasibly implemented**
- **Policy and strategic priorities:** This involves analysing the extent to which each of the programmes and schemes deliver against the CTS and MTS policy targets and the council-wide ambitions set out in related strategic plans. As part of this, we also identify areas where there are opportunities to improve our delivery. For example, for this 3-year delivery plan (2025-28), we have identified opportunities for enhanced delivery in three specific areas of focus: buses, car clubs, and motorcyclist safety. Each of these are discussed in more detail in Appendix C.
  - **Carryover projects:** The new 3-year plan includes projects that are already in the pipeline (“in-flight” schemes) from the current (2022-2025) plan and those which are proposed to continue through to full delivery. For example, this includes our ongoing work to deliver the Holborn Liveable Neighbourhood Scheme, our work to make permanent various in-flight cycleway network schemes across the borough and plans to consider making permanent the current trial motor vehicle restrictions / greening on Phoenix Road.
  - **Data analysis:** We use a wide range of data and monitoring sources to inform our decisions on where in the borough we propose to focus our efforts and deliver schemes. This includes data on road collisions, motor traffic levels, car ownership, air quality, and the other data that we receive from TfL such as bus performance, cycling potential, walking potential etc. These data sources are used to identify areas where enhanced Healthy Streets/behaviour change activities are required, where there are existing gaps in our delivery, and opportunity areas, and where our programmes are most likely to have high impact.
  - **Stakeholder feedback:** We consult and talk to a broad range of stakeholders—both internally in terms of multiple teams within the Council and with our communities

and wider stakeholders — to ensure our programmes are meeting the broader policy/strategic ambitions of the council and the needs and aspirations of our residents and visitors to the Borough.

- **Implementation feasibility:** We also assess if the available funding and resources can practically support these programmes and initiatives. This is especially important given the current funding climate within which councils are operating (with reduced LIP funding from TfL to deliver MTS targets compared to funding available prior to the pandemic). As part of this, deliverability of schemes is considered within the timeframe of the 3 year period (for example, whether or not other development works going on may preclude delivery of Healthy Streets projects) and where funding is ring-fenced for projects within identified timeframes in specific geographic areas (for example, HS2 Road Safety Fund earmarked for delivery in the Regent’s Park area to be completed by circa 2026).

The figure below shows the full range of factors that influence our decisions on which programmes to prioritise and where and how they are delivered. Each of these factors are discussed in detail in the below sections.

*Figure 4: Prioritisation factors for developing the CTS delivery plan*



### 3.1 Policy and strategic priorities

The policy context for the new three year delivery plan remains the [Camden Transport Strategy](#), which encompasses the requirements of the Mayor’s Transport Strategy, to deliver Healthy Streets – streets where more people chose to walk, cycle and use public transport and to reduce motor vehicle ownership and use and its negative impacts. Further details on the policy context of the Delivery Plan are given in the [previous 3-year Delivery Plan \(2022/23 to 24/25\)](#), with only changes since then, outlined below.

Figure 5: Borough-wide policies linking with CTS Delivery Plan



**We Make Camden:** Adopted in 2022, [We Make Camden](#) provides the overarching strategic guidance for addressing the most pressing challenges that the borough faces and move towards a collective vision for the future. It identifies 4 missions to achieve and 5 challenges to tackle over the coming years. Climate emergency, safety, and loneliness are challenges that directly link with the delivery of the Camden Transport Strategy.

**Camden Clean Air Action Plan (CCAP) 2023-26:** Since the release of the previous CTS Delivery Plan, we updated our Clean Air Action Plan in 2023. [The updated plan](#) contains 36 Clean Air Outcomes, along with associated actions, which will steer the Council’s work over the next couple of years until 2026 to improve air quality within the borough.

**Climate Adaptation and Resilience Plan 2023-25:** The council released this two-year action plan in 2023 outlining 14 outcomes that guide our work to improve resilience to climate risks—heat waves, flooding, and air pollution. Several outcomes and associated actions in the plan highlight the need to design our transport infrastructure and streets to be resilient to climate risks and adapt it to provide protection to people from such risks.

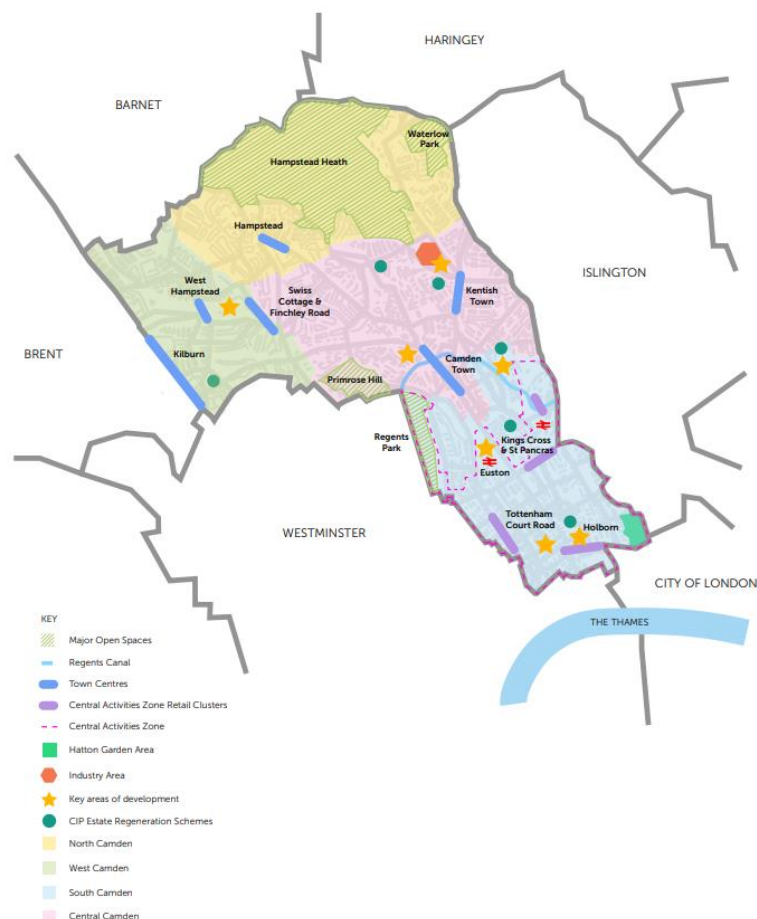
**Camden’s Local Plan and opportunity/regeneration areas:** The new [Draft Camden Local Plan 2024](#) seeks to meet the identified need for 770 homes per year and a forecasted (2023) demand of 406,359 sqm of net additional office space by 2041. It states that development will take place throughout the Borough with the most significant growth expected to be delivered through:

- A concentration of development in the growth areas of King’s Cross, Euston, Tottenham Court Road, Holborn, West Hampstead and Kentish Town;
- Development in other highly accessible locations, in particular Central London and the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead; and
- The Council’s Community Investment Programme (CIP).

This means that there are some parts of the Borough that are likely to experience more growth and change than others. A number of supplementary planning documents are already adopted to help shape these anticipated changes and are published on the Council’s website at [Regeneration and Place - Camden Council](#).

In particular, this Delivery Plan will support other aspects of the Council’s wider regeneration work, such as [Holborn Vision and Urban Strategy](#), which is expected to be adopted as a Supplementary Planning Document in late 2024. This work is supported by the Holborn Liveable Neighbourhood Programme, which include projects outlined in this Delivery Plan.

*Figure 6: Camden’s key areas of development and town centres and CIP Estate Regeneration schemes:*





### 3.2 Delivering our ongoing priorities

Several schemes that are “in-flight” (i.e. have reached at least engagement/consultation stage in the 2022/23 to 2024/25 3-year Plan period) or ongoing will be prioritised for implementation in the forthcoming delivery plan. These schemes include, for example, improvements to the current temporary materials used to segregate the cycle corridors on Haverstock Hill (subject to outcome of statutory consultation) following the completed trials. They also include new Safe and Healthy Streets (S&HS) scheme trials and permanent measures planned in the Holmes Road area subsequent to the initial trials conducted in the previous plan period (2022-2025).

See Appendix B2 (sections A1, B1, and C1) for a complete list of “in-flight” or carryover schemes.

### 3.3 Data analysis and prioritisation

The programmes and schemes included in the CTS Delivery Plan 2025/26-2027/28 have been prioritised after a review and analysis of various data sets.

- **Road safety data** was used to identify areas, streets, and junctions that demonstrate an immediate need for enhanced road safety, especially for vulnerable road users. This data was used, alongside other inputs, to choose priority locations for implementing pedestrian safety measures, junction improvements for all road users, and cycle infrastructure improvements.
- For prioritising **neighbourhoods** for the area-wide healthy streets schemes, we have used a **multi-criteria analysis** which combines multiple data sets on road safety, potential for sustainable travel, demographics, and environmental data to highlight pockets in the borough that could most benefit from these interventions.
- In addition, we have also used **data provided to us by TfL**, which includes data on cycling and walking potential, bus performance, roads with relative high risk/casualty data, and opportunity areas for school-based interventions, among other items.
- We have continued to use data on **Controlled Parking Zones (CPZ)** to prioritise locations for potential parking hours of control changes and for influencing a reduction in car ownership/use.
- A range of **environmental data**, including data on access to green spaces, air quality, heat and flooding risk, have also been used to inform our priorities and programmes.

These data sets help us better understand public health, environmental, and climate risks in the borough and better plan and deliver our transport programmes to alleviate those. Further details are provided in the sections below.

### 3.3.1 Road safety analysis

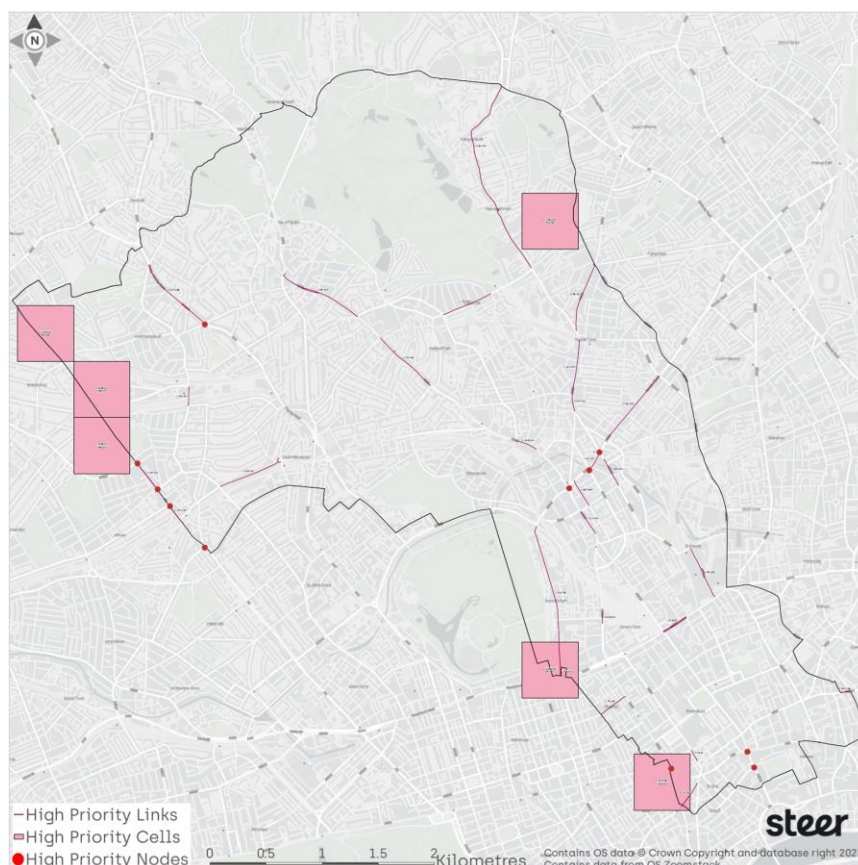
Historical STATS19 collision data from the previous 10-year period (2013 to 2022) was analysed to identify “high-risk” factors that contribute to Killed and Seriously Injured casualties (KSIs). Based on this assessment, an approach was developed to prioritise areas that present the following “high-risk” factors, which overall increase the likelihood of a fatal or a serious collision involving a KSI casualty. These factors include:

- Number of fatal and serious collisions
- Number of collisions resulting in VRU casualties
- Number of collisions during hours of darkness
- Number of collisions involving right turning vehicles and vehicles wanting to turn right

These risk factors remain the same as identified during our previous 10-year road safety analysis conducted in 2017, which informed the development of the Camden Transport Strategy and the subsequent delivery plans.

For identifying high-priority locations for the 2025-28 delivery period, the most recent 3-year collision data (2021, 2022, and 2023) was used. All streets (links), junctions (nodes), and area (cells) in the borough were given a priority rating based on how they performed against each of the above-mentioned risks. 44 “high-priority” streets, junctions, and areas were identified, of which 37 are part of the Camden road network and 7 are on TLRN (TfL Red Route network). They are shown in the map and listed in the table below.

*Figure 7: High-priority links, nodes, and cells*



*List of high-priority sites (44 total) – ranked by order of road safety priority based on prior years road traffic collisions data, including for vulnerable road users (VRUs)*

Site	Type	TLRN/ Camden
West Hampstead	Cell 524500/184500	Camden
Fortune Green	Cell	Camden
St Giles Circus (Oxford St/Tottenham Court Rd)	Node	Camden
Kilburn High Road	Link 724-726	Camden
Euston Road	Link 91-810	TLRN
Royal College Street	Link 133-134	Camden
Shaftesbury Avenue	Link 4-716	Camden
West Hampstead	Cell 524500/184000	Camden
Regent's Park	Cell 528500/182000	Camden
Clerkenwell Road	Link 757-758	Camden
Finchley Road/West End Lane	Node 207	TLRN
Camden High Street/Parkway (LTE Station)	Node 129	TLRN
Camden St/Camden Rd	Node 131	TLRN
Finchley Road	Link 207-208	TLRN
Camden Road	Link 125-139	Camden
Kentish Town Road	Link 167-199	Camden
Kilburn High Rd/Brondesbury Rd/Boro Bdy)	Node 723	Camden
Highgate West Hill	Link 196-736	Camden
Pancras Road	Link 94-632	Camden
Albany Street	Link 126-782	Camden
Camden Road	Link 131-137	Camden
Royal College St/Camden Rd	Node 137	Camden
Kingsway/Great Queen Street	Node 26	Camden
Hampstead High Street	Link 187-219	Camden
Hampstead Road	Link 800-805	TLRN
Kilburn High Road/Kilburn Priory/Boro Bdy	Node 702	Camden
Kilburn High Road/Quex Rd Boro Bdy	Node 724	Camden
Bayham Street	Link 663-664	Camden
West End Lane	Link 179-181	Camden
Camden High Street	Link 111-128	TLRN
Bloomsbury St	Link 14-18	Camden
Belsize Road	Link 149-152	Camden
Kentish Town Road	Link 167-168	Camden
Chalk Farm Road	Link 163-666	Camden
Kilburn High Road/Willesden Lane/Boro Bdy	Node 726	Camden
Kingsway/High Holborn	Node 24	Camden

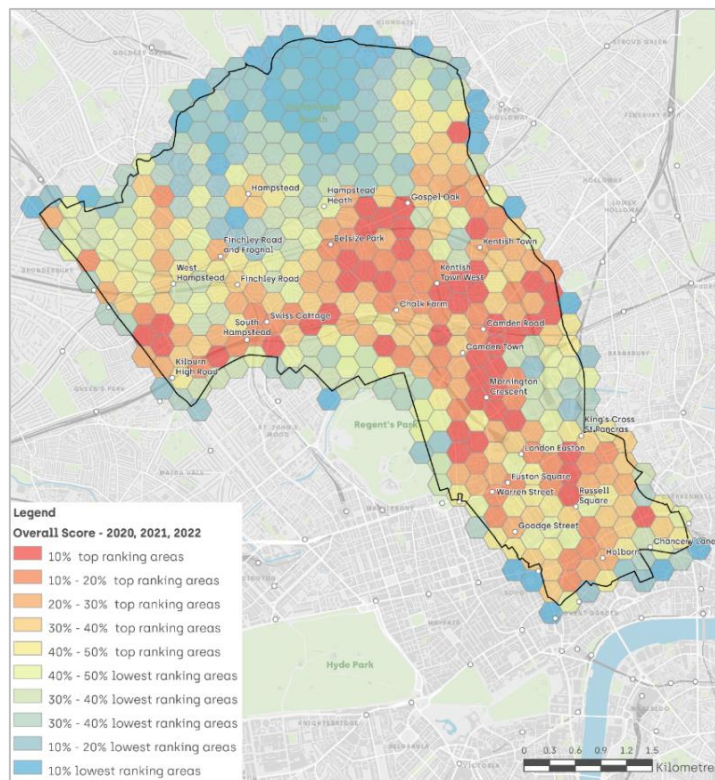
Site	Type	TLRN/ Camden
Howland Street	Link 79-769	Camden
Albany St	Link 708-782	Camden
Highgate	Cell 528500/186000	Camden
Holborn & Covent Garden	Cell 529500/181000	Camden
Fortress Road	Link 198-741	Camden
Haverstock Hill	Link 174-180	Camden
Mansfield Road	Link 192-601	Camden
Kilburn High Road	Link 722-723	Camden

cell
  link
  node

### 3.3.2 Multi-criteria analysis for area-wide SHS

For this analysis, the area within the borough was visualised as smaller hexagonal cells (hexcells), each of which were given a priority rating based on how they performed across different parameters. This involved merging and analysing different layers of data, including Public Transport Accessibility Level (PTAL), road collisions and casualties from 2019 to 2022, walking potential, cycling potential, car ownership, air quality, and demographics and deprivation data. Deprivation data is used to highlight areas with higher deprivation (lower IMD deciles) and demographic data is used to map areas with higher density of people aged above 65 years and disabled people. The outcome of this work is shown in Figure 8 below.

*Figure 8: Multi-criteria analysis for area-wide SHS schemes*



The map above shows high priority hexcells (top ranking areas) in red. These are areas which demonstrate the highest need as well as opportunity for implementing area-wide healthy streets schemes. As shown in the map, Camden Town, Kentish Town, Kilburn, South Hampstead, Haverstock, Gospel Oak, Bloomsbury are some areas highlighted as high priority. These areas, alongside others, are therefore considered for area-wide Safe and Healthy Streets Schemes, which include neighbourhood-level improvements to cycling and walking infrastructure as well as restrictions to limit through-traffic by motor vehicles, urban greening, public realm and other interventions. Schemes are already underway in some of these areas as part of the previous delivery plan.

### 3.3.3 TfL data

TfL provides spatial data—as part of its borough Healthy Streets data pack—to assist boroughs in identifying locations for Healthy Streets programmes that are funded by TfL Local Implementation Plan (LIP) or other funding sources. The following spatial analyses are provided by TfL and have been used in developing this plan:

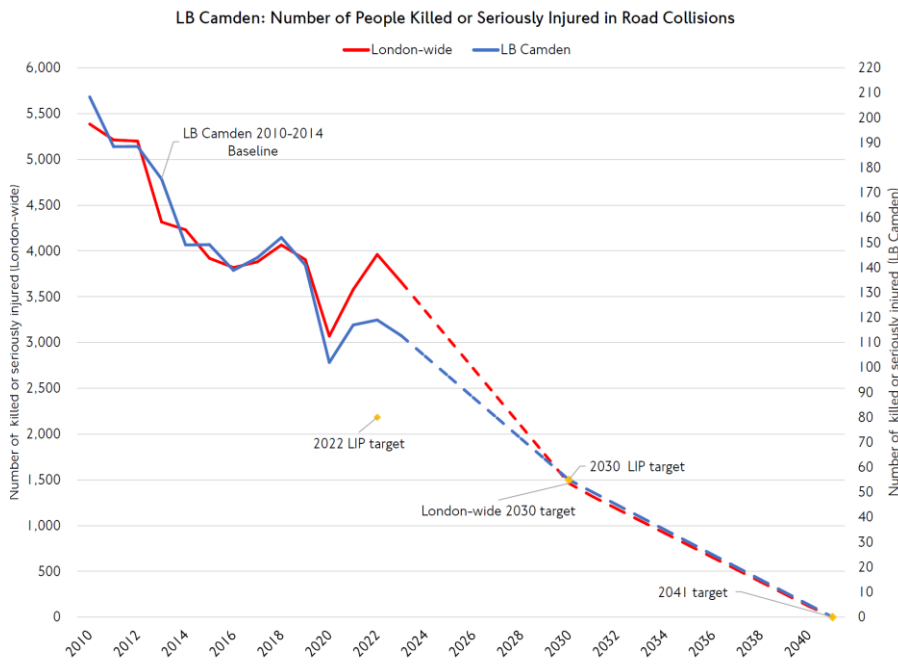
- a. Road safety priorities (indicates streets where there is higher than average casualty harm or road danger)
- b. Strategic cycling analysis (identifies connections where providing high-quality, signed cycle routes can have greatest impacts on growing cycling)
- c. Bus network classifications (classifies bus network into core, strategic, connector, and local)
- d. Bus underperformance (shows routes where buses are performing poorly in terms of speeds and reliability)
- e. Strategic walking analysis (highlights locations where there are opportunities to reduce barriers to walking through controlled crossings, school streets etc.)
- f. Strategic neighbourhood analysis (identifies areas that demonstrate the highest need for area-based interventions)

In addition, TfL also provides boroughs with information on our performance against MTS targets (as shown in figure below). This is useful to identify gaps in our delivery and to better target and amplify our work to address the gaps. For example, Figure 9 shows that KSIs in Camden in 2022 were higher than the LIP target, highlighting the need to further focus on road safety measures. It also shows that bus speeds in Camden are reverting to the pre-pandemic (lower) levels with successive decreases observed in 2022 and 2023. This highlights the progress that is needed to be made in the coming years to be on track to achieve the LIP target of 15% increase in bus speeds (2016 baseline) by 2041 (see Appendix C).

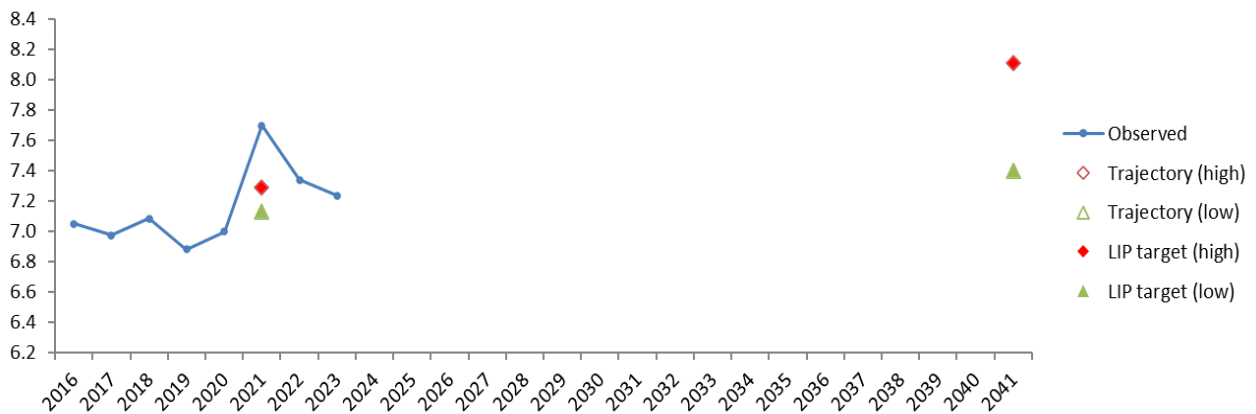


Figure 9: TfL data showing KSI trends and bus speeds in London and Camden

### KSI Trend



### Bus Speeds

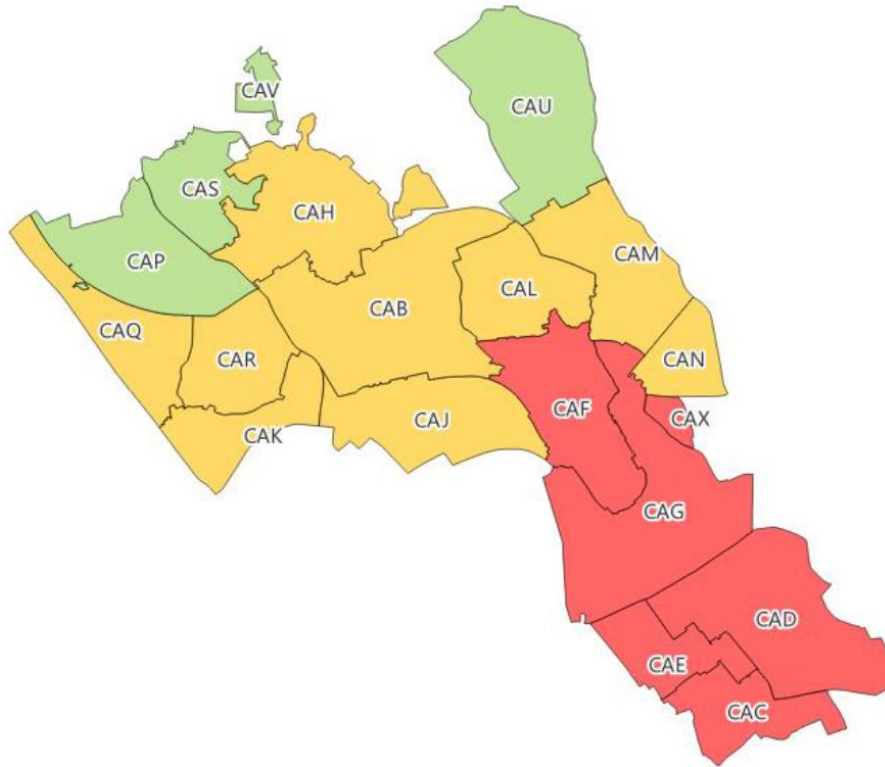


### 3.3.4 Controlled Parking Zone (CPZ) prioritisation

We have undertaken a study that sets out how CPZ reviews should be prioritised based on the CTS objectives. It scores all of Camden’s 19 CPZs on a Red Amber Green (RAG) scale (as shown overleaf) which reflects the degree to which reviews of parking controls are required (using criteria such as volume of traffic, expected/planned development, air quality etc), with priority for a review given to the CPZs in the red part of the scale. The study was first undertaken in 2020 and updated in 2023. Over the past few years, we have made considerable progress in delivering parking changes in all the high-priority areas,

especially those in the southern part of the borough. We will undertake a review of CA-C, CA-D & CA-E and conclude the reviews of CA-F, CA-X & CA-G as part of the upcoming 3-year plan.

*Figure 10: RAG Assessment of CPZs*

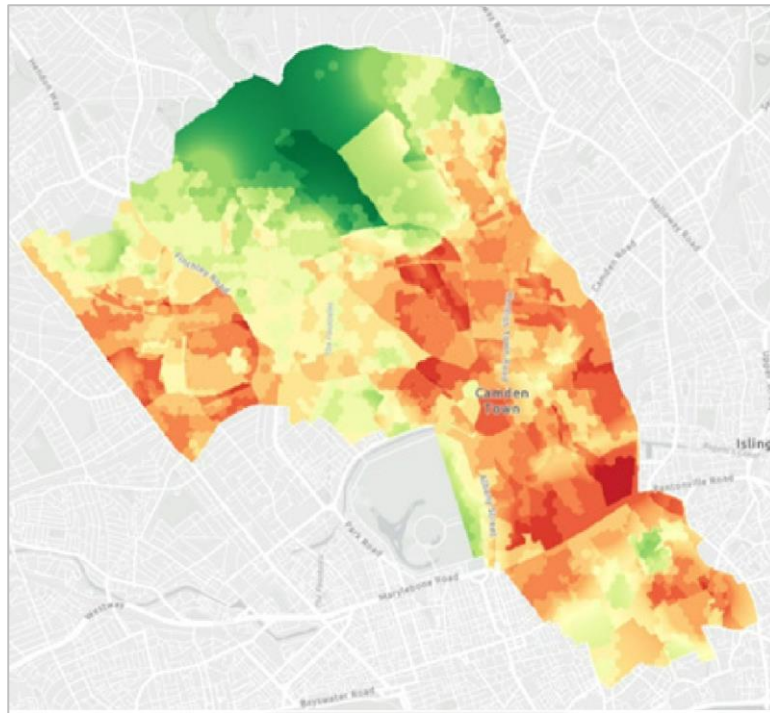


### 3.3.5 Environmental data

#### **Access to green spaces**

Given Camden’s wider goal to increase green spaces in the borough through the [Green Space Investment Programme](#), we look at data on available green spaces in the borough to help inform decisions on locations and details of transport schemes and initiatives. Green spaces and sustainable travel support each other as high-quality walking and cycling networks are key to enhancing safe access to parks and other green spaces. Similarly, availability of attractive green spaces encourages people to walk and cycle more. As shown below, access to green spaces is comparatively deficient in the central and southern parts of the borough in Haverstock, Somers Town, and Kings Cross. Therefore, opportunities to include urban greening within Healthy Streets schemes, and improve access to available green space through safer, healthier streets, is especially important in those areas.

Figure 11: Access to Green Spaces in Camden



## Air quality

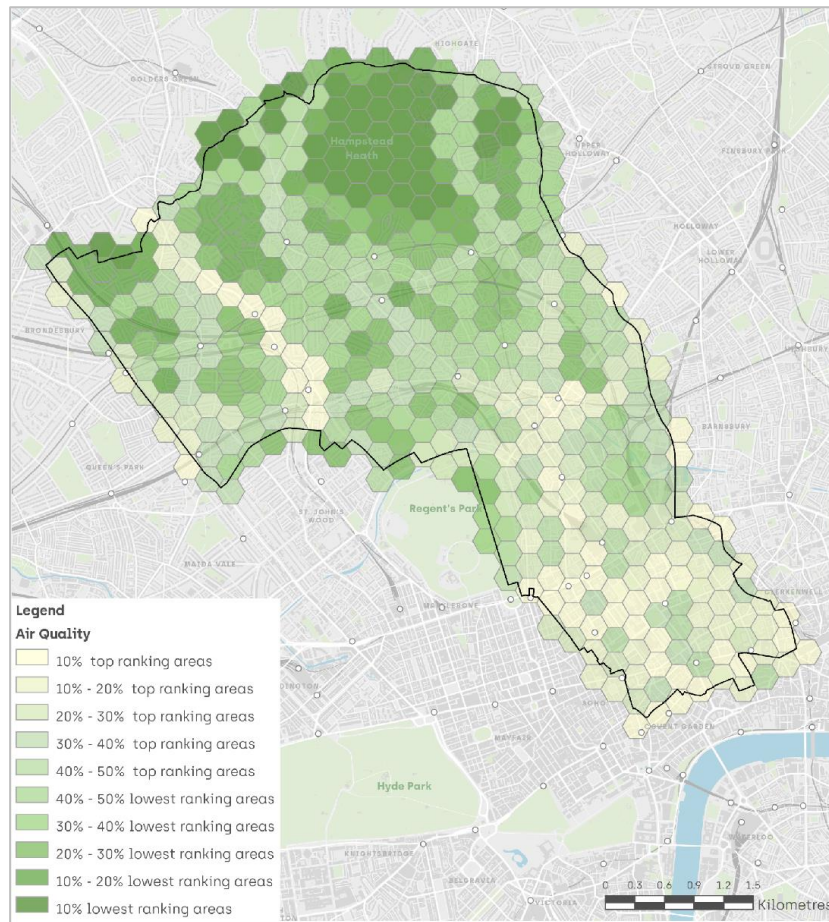
Road transport is a major source of air pollution in Camden and throughout London.<sup>1</sup> Reducing transport-derived nitrogen oxide (NOx) and particulate matter (PM) emissions is, therefore, one of the key targets of the MTS and the CTS. In line with these targets, Policy 5c of the CTS commits to using air quality indicators (PM10 and NOx emissions levels) as key factors in prioritising locations for the area-wide healthy streets schemes.

Accordingly, air quality modelling data obtained from London Atmospheric Emissions Inventory (LAEI 2019) is used in the multi-criteria analysis described in Section 3.3.2. We also use our own air quality monitoring data to gain a detailed understanding of the distribution of air pollution around the borough, and especially in relation to the neighbourhoods that are most vulnerable to adverse health outcomes. As shown below, most areas in the southern part of the borough and some in the western part are comparatively more polluted. It is evident that there are hotspots of air pollution along major roads such as Euston Road, Finchley Road, and Kilburn High Road, all of which carry high levels of motor traffic.

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<sup>1</sup> Air quality has improved considerably throughout Camden, and many parts of the borough now meet the legal limits for NO<sub>2</sub> and PM<sub>2.5</sub>. However, the levels of pollution still far exceed the WHO standards adopted by Camden.

Figure 12: Air Quality in Camden (LAEI 2019)



## Heat and flood risk

The frequency of extreme weather events globally is increasing as a result of climate change. In Camden, heatwaves and flooding are the primary climate hazards posing major challenges to transport and street infrastructure.

Geospatial data on vulnerability and exposure to these climate hazards helps us to understand where our transport systems face the greatest risk from heatwaves and flooding, and to plan, design and adapt our transport infrastructure to be more resilient to them.

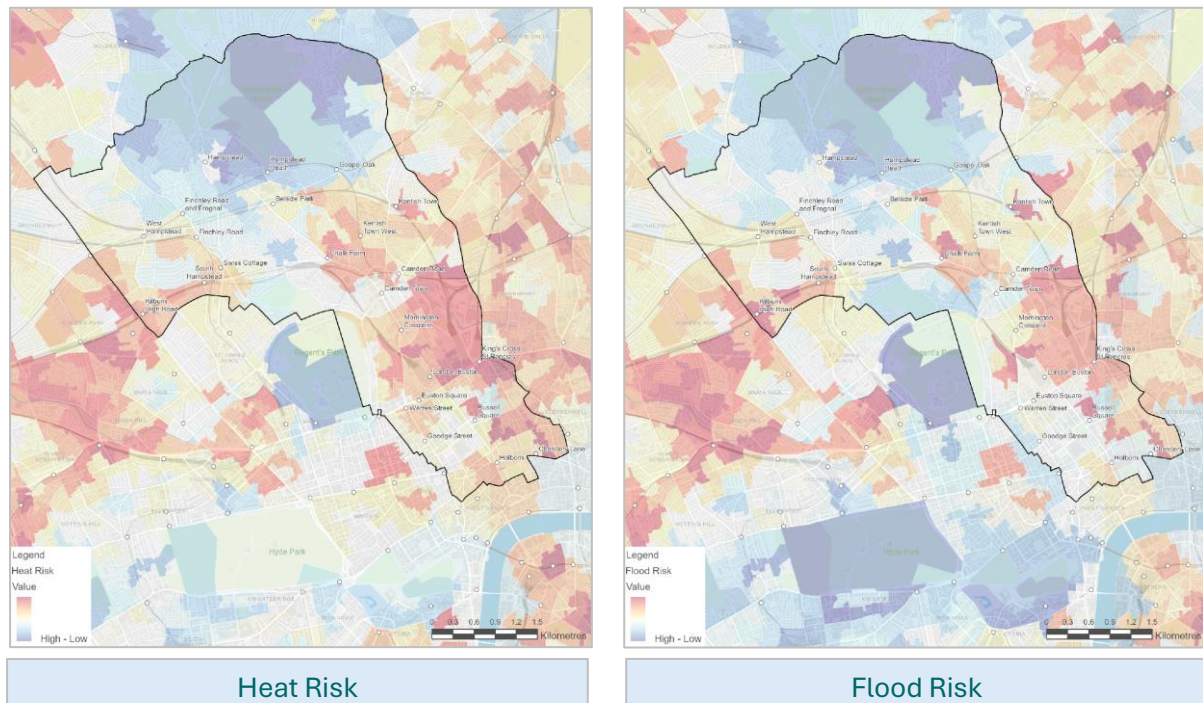
Camden's Climate Adaptation and Resilience Plan 2023-2025 charts a set of outcomes and actions to make the borough more climate resilient. From 2026, resilience and adaptation will become a key pillar of Camden's new five-year Climate Action Plan. Policy 5f of Camden Transport Strategy commits to increasing planting and urban greening in all transport schemes to mitigate the impacts of climate change.

The maps below show areas that are at an increased risk of extreme heat and flooding in the borough. The south-eastern parts of the borough around Kings Cross and St Pancras, and extending into Holborn, are at a heightened risk from heatwaves, while the areas around Gospel Oak, Haverstock, South Hampstead and Kilburn face both heat and flood



risk. These areas should be prioritised for measures such as greening, which can reduce temperatures, and rainwater management through Sustainable Urban Drainage Systems (SuDS).

Figure 13: Heat and flood risks in Camden (GLA)



### 3.4 Hearing from our stakeholders

#### 3.4.1 Why we engage

Listening to and engaging with our Camden communities – including residents, businesses, and stakeholder groups – is vital to creating safer and healthier neighbourhoods. The views of our communities play an important part in the decision-making process, as this feedback supports our understanding of key data sources and policy priorities to create the Delivery Plan. This section summarises key activities undertaken to receive feedback from various internal and external stakeholders, alongside key insights from these activities.

#### *Lessons learnt on engagement*

In 2023, Camden Council commissioned a study to understand why response rates to some Safe and Healthy Streets consultation surveys are relatively low, and do not appear to be representative of Camden communities in all their diversity. The study investigated the demographic gaps in current consultation responses, barriers to engagement and participation, and the ways in which current approaches could be designed to more closely meet the needs and priorities of diverse Camden communities. Key recommendations from the study included:



- **To focus on ongoing, genuine engagement with communities:** ensuring visions for the future are co-developed and tailored to each community and sharing feedback and updates with participants.
- **To prioritise diversity and inclusion during engagement:** providing accessible communications as standard for all engagement materials and in-person events and ensuring both digital and non-digital methods for participation.
- **To work closely with users to understand needs and conflicts:** to engage with different groups to understand scheme designs and identify opportunities for shared solutions.

These lessons have informed how we carried out engagement for the CTS Delivery Plan and will also shape consultations for forthcoming schemes and projects over the delivery plan period.

### 3.4.2 How we engage

The Camden Transport Strategy and the objectives within it are shaped by extensive stakeholder consultation that was undertaken prior to its adoption.

Stakeholder feedback continues to help inform the delivery plans we develop every three years. The engagement we have undertaken to support the development of the forthcoming CTS Delivery Plan (2025-28) has sought to update stakeholders on what has been delivered over the previous plan period and to receive feedback for the forthcoming plan.

The methods of engagement used to seek stakeholder feedback for the 2025 – 2028 Delivery Plan and the participation are outlined in the table below:

Internal <sup>2</sup>		
Method	When	Engagement
Multi-team Stakeholder Workshop	Mar 2024	21 attendees
Workshop with Transport Strategy and Design Team	Mar 2024	40+ attendees
14 follow-up 1-2-1 meetings with relevant council teams	Apr - Jul 2024	14 meetings
Councillors		
Method	When	Engagement

<sup>2</sup> “Internal” refers to the engagement that we have undertaken with internal stakeholders and different council teams.

Ward Members Engagement Workshop	July 2024	11 attendees
1-2-1 follow-up meetings with Ward Members	July 2024/ August 2024	2 meetings; 6 attendees
<b>External</b>		
<b>Method</b>	<b>When</b>	<b>Engagement</b>
3 Public Info Sessions	July - Sep 2024	38 attendees in total
Online feedback/ engagement via SafeTravel Commonplace*	July - Sep 2024	66 survey responses and 183 comments on the map
Promotion of engagement opportunities via emails to Camden-wide stakeholders, IE newsletter, social media, and CNJ	July - Sep 2024	—
DOP Public Session	Oct 2024	24 attendees (20 community members and 5 councillors)
Session with Camden Climate Citizen Panel	Sep 2024	9 attendees

\* As part of the external consultation, two Commonplace webpages were launched, which provided background information on the 3-year delivery planning process and sought feedback on the forthcoming plan. The feedback was requested through a [survey](#) and a [map](#) through which respondents could provide location-specific comments.

<b>Engagement for developing the “focus areas” (P2Ws safety, buses, and car clubs)</b>	<b>When</b>
Workshop with TfL	May 2024
Workshops with Zipcar and Enterprise	Mar – Apr 2024
Workshop with P2W/ motorcyclist groups	Jul 2024

It is noted that the Council also undertakes scheme-by-scheme consultations, where each project has its own consultation and decision-making processes and equalities considerations. We also continually seek feedback on schemes delivered through the online Commonplace platform. Further information can be found [here](#).

### 3.4.3 Analysis

This section provides a review of the feedback received by engagement activities highlighted above. Engagement from the focus area sessions has been incorporated in the development of each spotlight area shown in Appendix C.

- **Online information sessions**

13 people attended the first information session, 18 people attended the second information session, and 7 people attended the third information session.

All three sessions included a presentation and then a Question and Answer (Q&A) session with Camden Officers facilitating the online meetings. Most questions raised by participants were about location-specific or scheme-specific issues. Questions and comments asked about the CTS and Delivery Plan process included queries about how data is used to inform the Delivery Plan and how projects are prioritised. Information pertaining to those queries is included in these report packs.

- **Ward Member Engagement**

This meeting was attended by 11 Ward Members. During this online meeting, Ward Members were provided with a presentation about the CTS and emerging 3-year Delivery Plan and were asked for their thoughts and feedback. Ward members raised concerns about specific issues, projects, or proposals in their respective Wards, predominantly in relation to road safety. Broad support was noted for School Street schemes. Suggestions were also given by Councillors in relation to engagement methods for local projects and stronger engagement and collaboration with TfL.

Following the broader Ward-Member engagement session, the team continued to receive feedback from Members which helped inform the development of the plan. Ward-specific meetings were offered as a follow up to the broader engagement session. Following that, such “1-2-1” sessions took place with Members from Haverstock and Belsize Wards to discuss local challenges and opportunities.

- **Meeting with Camden Climate Citizen Panel**

Key themes that emerged from the Camden Climate Citizen Panel are outlined in the Table below, alongside Officer comments/responses:

Issue raised	Detail	Officer Responses
<b>Personal Safety</b>	Some participants expressed concerns about feeling unsafe when walking or cycling at night due to crime, insufficient lighting, and anti-social behaviour. Participants also highlighted the	The new 3-year Delivery Plan will ensure that schemes seek to address these concerns, including for example identifying opportunities for improved lighting, street front activation, and working with Community Safety and

Issue raised	Detail	Officer Responses
	need for safe active travel routes for children to get to school	Police colleagues. Crime data/statistics will also now be regularly analysed (where available) as part of monitoring reports, especially for schemes implemented as trials, to help inform any proposed permanent plans
<b>Upgraded, accessible infrastructure</b>	Participants highlighted a need for upgraded infrastructure, such as improved cycle lanes, pedestrian crossings, and EV charging points. They also emphasized the importance of accessible public transport, including stations that are accessible to disabled people	Funding within the “LIP” programme (Appendix B3) is being maintained to support additional pedestrian crossings, which will be supplemented through other funding sources. The proposed extensions to the cycle network will be designed according to best practice guidance from TfL (London Cycle Design Standards) and DfT (LTN 1/20) and any emerging guidance issued thereafter, such as TfL’s most recent <a href="#">bus stop bypass guidance</a> . Though not part of the Delivery Plan (which focuses on specific schemes), Camden will continue to work with, and lobby, TfL and DfT for further upgrades to accessibility at stations in the Borough, focussing on stations which do not currently benefit from step-free access. With respect of EVCPs, new designs are proposed to improve accessibility – for example, we have recently procured 9 new rapid charge points to be implemented in 2025, and plan to install dropped kerbs at the end of each charging bay for wheelchair access
<b>Traffic and freight management</b>	Concerns were raised about congestion across the borough, which was perceived to be linked to high volumes of delivery vehicles. The panel members suggested strategies to reduce the number of delivery vans on the road, such as delivery hubs and co-ordinated delivery schedules.	A number of “short term” measures identified in the recently adopted <a href="#">Freight &amp; Servicing Action Plan</a> will help respond to these concerns, including plans for delivery hubs, consolidation and the use of cargo bikes to replace vans where possible

Issue raised	Detail	Officer Responses
<b>Climate Action and Sustainability</b>	While the panel members acknowledged the positive impact of initiatives like Parklets and SuDs, they called for a stronger focus on climate action, including recommendations for improved climate resilience, climate-focused planning regulations and community-led initiatives	Within the proposed 3 year Delivery Plan we intend to continue to roll out climate resilience measures including new trees, planting, SuDs and so on. We will continue to report on progress in this regard through annual update reports on the CTS as well as through the Climate Action Plan reporting. A community-led parklet programme has been trialled in the current 3-year Delivery Plan and is proposed to be expanded within the new programme

▪ **Disability Oversight Panel (DOP) Session**

Key feedback and reflections that emerged from the session held via the Disability Oversight Panel (DOP) with the Councillors and disabled people attending the session are listed in the table below:

Issue raised	Detail of feedback	Officer Responses
Step-free access for using public transport	<p>More public transport stations in Camden must be enabled with step-free access. This would include providing lifts, wheelchair accessible escalators, and level boarding at bus stops and train platforms.</p> <p>Camden must also explore CIL and other private funding sources to support TfL's efforts to expand step-free access</p>	<p>Camden will continue to lobby TfL and DfT to equip more Tube/ train stations with step-free access facilities.</p> <p>Camden will continue to explore all sources of funding to support these efforts. Most recently, S106 funding was secured for supporting construction of lifts at West Hampstead tube station to offer a step-free interchange between Tube, Rail, and Overground.</p> <p>Other priority locations include Kentish Town, Kentish Town West, Finchley Road, Camden Town and Holborn stations.</p>
Safety issues on pavements/ footways	Uneven pavement surfaces, obstructions on pavements, and street clutter cause safety issues for disabled people and make travel challenging for people with mobility scooters. Dockless hire bikes pose a further challenge by	Camden conducts accessibility audits (via Accessible and Camden Disability Action) for many of our Safe & Healthy Streets schemes. These audits are conducted by trained surveyors who identify accessibility issues through site visits and talking to users of the streets



Issue raised	Detail of feedback	Officer Responses
	obstructing movement on pavements and causing safety concerns.	<p>identified.</p> <p>Our contracts with dockless hire bike operators stipulate requirements to achieve minimum 90% compliance (bike parking within the parking bays). Operators are also required to remove any bikes that are reported to be obstructing movement for people within 1-2 hours of reporting. Camden will continue to explore solutions with bike operators to increase compliance, with further details set out in Appendix B1.</p>
More and better designed seating	More seating is needed on footways, and at bus shelters, for people to stop and rest. The design of seating must be improved to increase comfort for disabled people.	Camden will review its existing specifications to increase comfort for disabled people. We will also explore providing additional seating capacity across our bus shelters (see Appendix C).
Staff training to ensure better provision for disabled people	<p>TfL drivers must be trained better in order to improve services for disabled people. This includes waiting for sufficient time for disabled people to board the bus and be seated before moving, lowering the bus adequately, and stopping the bus at the right location to enable safe/ easy boarding.</p> <p>Camden staff involved in planning and designing schemes must also receive training (from qualified trainers) on disabilities.</p>	Camden will convey the feedback on bus driver training to TfL and will liaise with Learning & Development colleagues, and external agencies as required, with respect of further internal training for staff officers.
Infrastructure (buildings and streets) must better accommodate mobility scooters	Mobility scooters (storage and charging) must be considered when providing planning permissions. Street infrastructure (e.g. cycle parking) must be upgraded to accommodate mobility scooters	<p><a href="#">Camden's Draft Local Plan 2024</a> specifies an expectation that developments make provision for the storage of mobility scooters (where required). We will continue to liaise with the planning team to explore how these specifications can be improved in the final version of the Local Plan.</p> <p>Camden will also explore options to improve the design/ provision of cycle</p>

Issue raised	Detail of feedback	Officer Responses
		parking/other types of parking facilities to accommodate mobility scooters and adapted bicycles.
Improved engagement	It was made clear by people attending the session that considerations for disabled people need to be better reflected in Camden's schemes and policies as well as Camden's lobbying efforts with TfL. Disabled people also want to maintain sustained engagement with the council (and TfL) to offer early feedback.	Camden will explore establishing a working group comprising disabled people as well as representatives from organisations working for disabled people with TfL.  Camden will also implement suggestions from a recent study (carried out by an independent consultant) to improve engagement on schemes and make it more inclusive.
Bus stop design in cycle schemes	The design of bus stop bypasses and bus boarders (for cyclists) was a key design element was raised as a significant issue for disabled people, particularly given the importance of bus travel for disabled people. Attendees described these designs as scary and exclusionary, as well as making journeys from shelter to bus longer.	The redesign of bus stops within cycle schemes are compliant with the Department for Transport LTN 1/20 guidance, with individual schemes also subject to road safety audits and targeted equality impact assessments. The potential risk of conflicts between bus users and cyclists is carefully considered in each case, balancing with the potential benefits to reducing risks for cyclists and thereby creating a safer and more comfortable environment for those statistically less likely to cycle, including for older, younger, and disabled people.

- **Public engagement feedback (from 2025-2028 Commonplace)**

The Commonplace page entitled '[The Camden Transport Strategy Delivery Plan 2025 – 2028](#)' included three questions through which people could provide feedback for the forthcoming delivery plan. This page received 66 responses, with most respondents (55%) identifying as residents of the borough (see Figure 14). Though responses were recorded from a range of age groups, most respondents recorded their age as 65 – 74 years old.

Figure 14: What is your connection to the area?

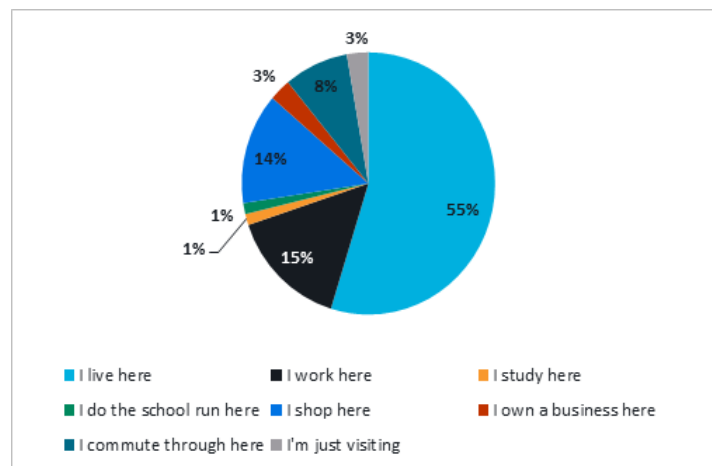
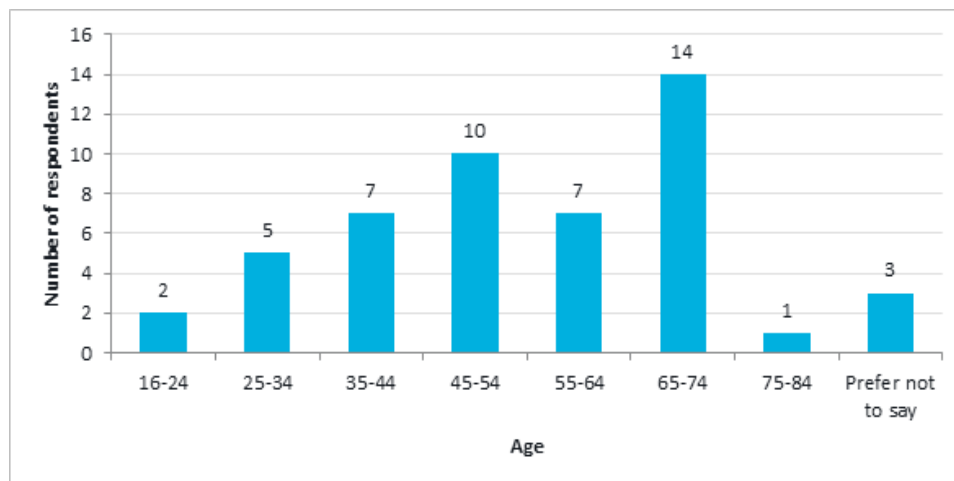


Figure 15: Ages of respondents for the 'The Camden Transport Strategy Delivery Plan 2025 – 2028' webpage



\*Note, Figure 15 excludes 17 'no response' answers

The 'Camden Transport Strategy Delivery Plan 2025 – 2028' webpage asked respondents their opinion on progress in relation to the CTS objectives. Most respondents recorded a neutral or negative perception of progress towards CTS objectives (see Figure 16).

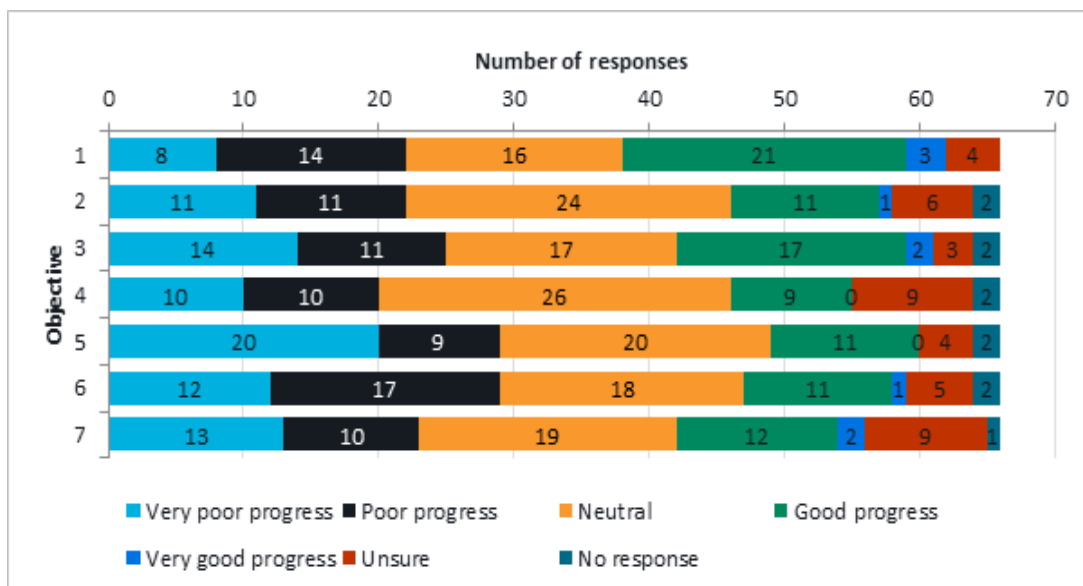
- The highest proportion of positive progress (good or very good progress) was recorded for Objective 1 (“to transform our streets to enable an increase in walking and cycling”). The objective that recorded the second highest amount of ‘good’ progress was Objective 3 (“to deliver a sustainable transport system and streets that are accessible and inclusive for all”).
- In contrast, the highest proportion of negative progress (poor or very poor progress) was recorded for Objectives 5 (“to reduce and mitigate the impact of transport-based emissions and noise”) and 6 (“to deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people”). Objective 5 recorded the highest number of ‘very poor progress’ responses.

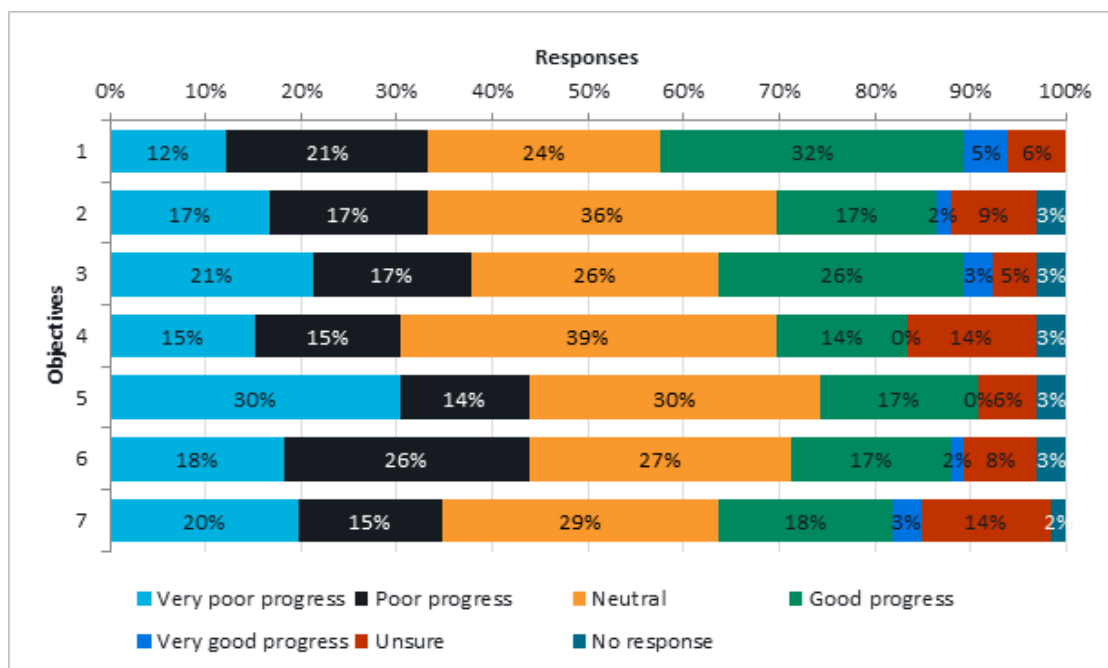
- The highest proportion of neutral progress was recorded for Objective 4 (“to substantially reduce all road casualties in Camden and progress towards zero Killed and Seriously Injured (KSI) casualties”)

Overall, whilst these responses indicate that our work so far to deliver the core objectives of the CTS has been recognised by some stakeholders as enabling active, sustainable and inclusive travel across the borough, there is still progress to be made against each of these objectives. In particular:

- Noting the high levels of dissatisfaction with reducing transport emissions and noise (Objective 5), we intend to continue investing in policies and schemes which improve air quality, including School Streets, parking policies which incentivise the uptake of cleaner vehicles and various other schemes/behaviour change programmes which encourage and enable the cleanest, healthiest modes of travel. In addition, we will continue to monitor the impact of London-wide schemes such as ULEZ to address these concerns.
- Initiatives across the Delivery Plan will improve our progress towards our Vision Zero objectives. Multiple, major new initiatives, targeted at key corridors/junctions with high historic road traffic casualty levels, in addition to a particular focus area on Motorcycle Safety, are intended to help improve road safety across the borough.
- We also note feedback about poor progress towards Objective 6 (“to deliver an efficient, well-maintained highways network and kerb-side space”), and we will include an item in the next C&E Scrutiny Annual Update Report to report on progress in delivering our Freight Servicing Action Plan actions.

Figure 16: How much progress, or otherwise, do you feel we've made towards achieving the seven core objectives of the CTS so far?





### CTS Objectives

1. To transform our streets to enable an increase in walking and cycling
2. To reduce car ownership and use, and motor traffic levels in Camden
3. to deliver a sustainable transport system and streets that are accessible and inclusive for all
4. To substantially reduce all road casualties in Camden and progress towards zero Killed and Seriously Injured (KSI) casualties
5. To reduce and mitigate the impact of transport-based emissions and noise in Camden
6. To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people
7. To ensure economic growth and regeneration is supported by, and supports, a sustainable transport network

Participants were asked to provide further comments to explain their view about our respective progress towards achieving the 7 CTS objectives. They were then asked if they had any further comments about the development of the forthcoming delivery plan.

The most common comments/themes in relation to these questions are outlined below, along with Officer responses. The most common response was that the strategy should be more ambitious, which perhaps is supported by the overall perception of poor/neutral progress against most of the CTS objectives shown in the responses to the previous question. Concerns were also more frequently raised regarding conflict between pedestrians and cyclists, which may also have contributed to the perception of poor progress for road safety (Objective 4). In addition, concerns raised regarding hire-bike 'littering' may also have contributed to the negative perception of progress against Objective 6, regarding efficient use of kerbside space.



Table 3.1: Frequency of responses to questions “Do you have any comments on why you have made these responses?” and “Is there anything else you'd like to tell us about the development of the 3-year Camden Transport Strategy Delivery Plan?”

Theme	Comment	Number of responses	Officer Comments/Responses
Strategy	Comment that strategy should go further/do more	7	An ambitious set of policies and schemes is proposed in the new 3-year Delivery Plan – see Appendix B. Monitoring of progress and attainment (or otherwise) towards targets will be published in annual update reports to Culture & Environment Scrutiny Committee
Pedestrians	Concern about pedestrian safety due to cyclist behaviour (e.g. not stopping at crossings)	6	We will explore opportunities for behaviour change programmes and working with the Metropolitan Police & Community Safety colleagues to encourage and enforce improved behaviours
Cycling	Concern about hire bike 'littering'	5	Further actions will continue to be carried out to minimise the risk of hire bike “littering” – see Appendix B1 Section 2.36
General	Concern about lack of consultation on proposals	4	See section 3.4.1, above
General	Concern that consultation responses are ignored	4	See section 3.4.1, above – and our approach defined <a href="#">here</a>
Strategy	Concern strategy prioritises cyclists	4	As identified in the CTS, cycling (and walking) are priority modes of travel due to their wide-ranging sustainability, health, cost and other benefits

▪ **Location-specific feedback**

Stakeholders have also been able to share their feedback via our [Commonplace mapping portal](#), which launched in July 2024. Between 17 July and 1 October 2024, 198 place-specific comments were submitted via Commonplace for the CTS Delivery Plan. This included 183 written contributions on the interactive map tile, which were provided from 77 user accounts. A further 15 place-based responses that had been provided to the questions on the ‘The Camden Transport Strategy Delivery Plan 2025 – 2028’ webpage were analysed with the map-based comments.

To analyse the place-specific comments provided, each Commonplace comment was reviewed and was assigned to a category, in order to understand the themes of the feedback. This feedback is outlined in Figure 17, 18 and Table 3.2 below.

Stakeholders have been able to share location-specific concerns, ideas, and feedback via email to the Safe Travel Camden inbox. 68 email requests provided location-specific feedback that was considered relevant for the purposes of the CTS Delivery Plan. In a similar way to the review of Commonplace feedback, these email requests have also been categorised.

As shown in Figure 17 and Figure 18, response themes varied across each platform. Of the Commonplace comments received, the majority were related to concerns or suggestions for improvements to cycling infrastructure. In comparison, the majority of the emails received were in relation to speeding concerns. Through-traffic reduction, liveable neighbourhoods, and pedestrian infrastructure were also common themes of comments received on the Commonplace map.

*Figure 17: Frequency of comment theme, for place-based responses received on Commonplace*

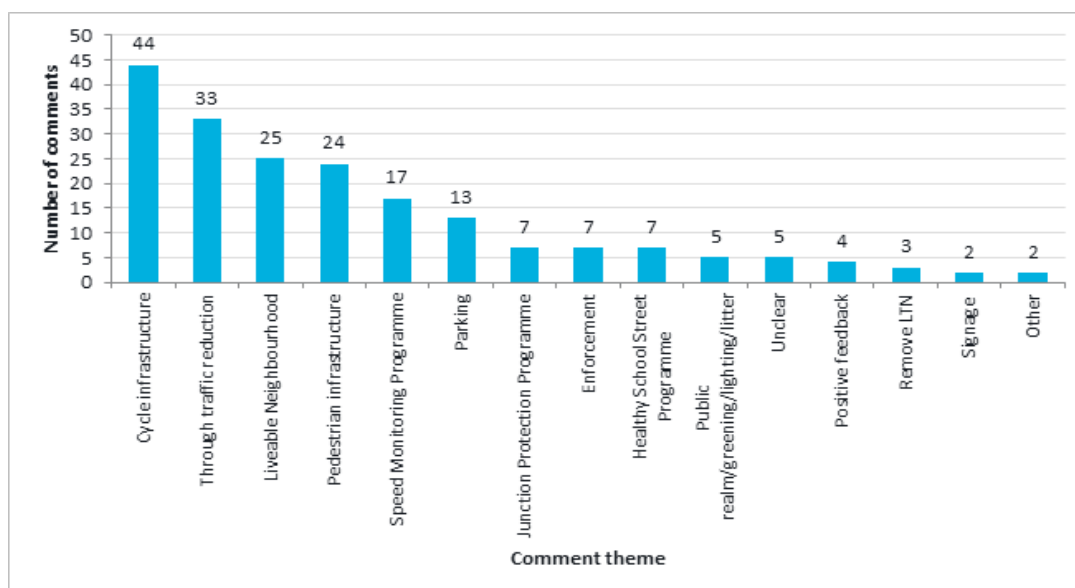


Figure 18: Frequency of email theme, for emails received to the Safe Travel Camden inbox

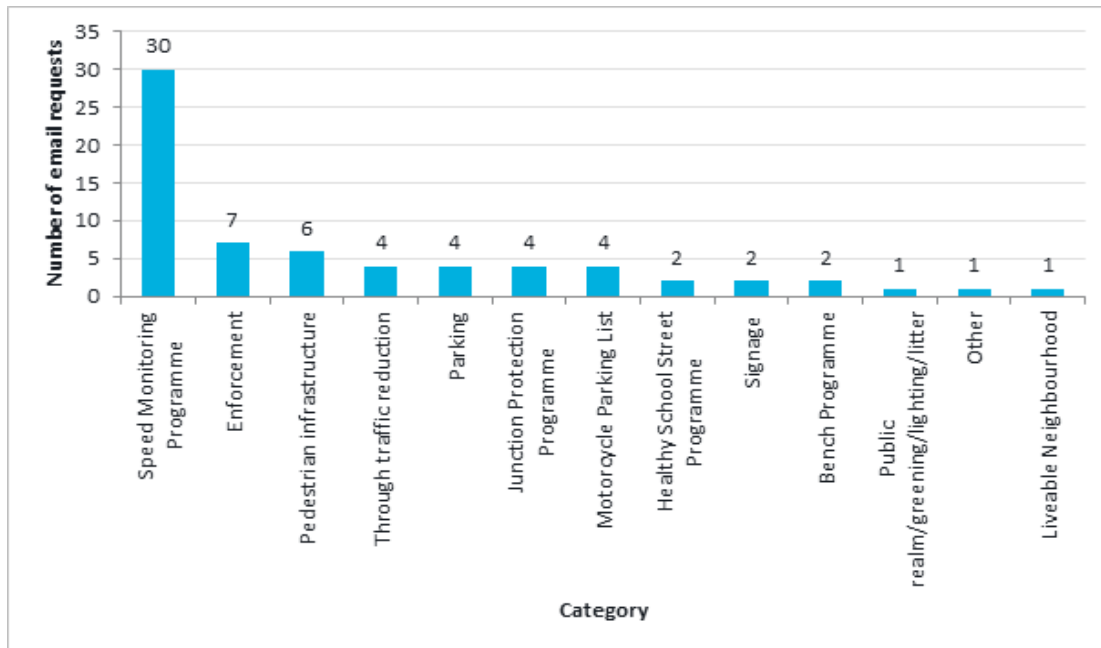


Table 3.2: Feedback by theme, examples

Category	Examples	Officer Comments/Responses
Cycle infrastructure	Support and suggestions related to improvements to cycle infrastructure, or comments related to existing cycle infrastructure, such as cycle lanes, cycle hangars, signalling for cyclists	Section 2 of Appendix B sets out the proposals for extensive upgrades/extensions to the current Cycleways network and junction improvements, as well as providing further secure cycle storage
Through-traffic reduction	Support and suggestions for 'through-traffic reduction', including specific locations requested for filtering, and complaints about congestion	Section 2 of Appendix B sets out our proposals, and particularly (though not exclusively) within the “Healthy Neighbourhoods” and “Healthy School Streets” components, of our plans for further through-traffic restriction measures in the new 3-year plan
Liveable Neighbourhood	Support and suggestions for multiple improvements to a wider area, including Liveable Neighbourhood measures such	Section 2 of Appendix B, and especially part “G”, provides details on our main proposed

Category	Examples	Officer Comments/Responses
	as filtering, improved active travel routes, planters	Liveable Neighbourhood scheme to 2028, in Holborn
Pedestrian infrastructure	Support and suggestions for improvements to pedestrian infrastructure, including crossings and footways.	Funding within the “LIP” programme (Appendix B3) is being maintained to support additional pedestrian crossings, which will be supplemented through other funding sources. Appendix B2 sets out our ambition to roll out road safety measures outside schools through both “Healthy School Streets” and “Main Road School Streets” which (between them) will cover nearly every school in the Borough
Speed Monitoring Programme	Concerns raised about speeding, or suggestions to mitigate speeding.	A dedicated programme within the Delivery Plan (see Appendix B2) focuses on “Speed management measures & monitoring” which includes infrastructure measures, additional 20mph signage, Vehicle Activates Signs and so on. We will use the locations identified on the mapping to help target those resources
Parking	Requests for changes to existing parking restrictions, or parking removal.	See Appendix B1 section on parking management
Junction Protection Programme	Concerns or comments about junction/signals.	A dedicated “Healthy Junctions” programme has been proposed in the new 3-year plan. Locations identified on the mapping for “junction protection” at side roads will be used to help target resources within that programme

Category	Examples	Officer Comments/Responses
Enforcement	Comments requesting enforcement for road user issues that not related to speeding e.g. vehicles ignoring signage.	Locations identified on the mapping in relation to these concerns will be used as part of “Minor Scheme/ Road Safety” requests for further investigation and action
Healthy School Street Programme	Support and suggestions for road safety measures where a school is referenced, or where a school-related location identified on Commonplace	Appendix B2 sets out our ambition to roll out road safety measures outside schools through both “Healthy School Streets” and “Main Road School Streets” which (between them) will cover nearly every school in the Borough
Public realm/ greening/ lighting/ litter	Concerns or suggestions related to public realm, including ideas for new public spaces, concern about littering	These ideas will be carefully analysed and incorporated into schemes and/or (for example, littering) be shared with the Council’s Environmental Health teams for action
Positive feedback	Positive feedback received regarding transport projects or schemes that have been delivered	Positive comments are noted and will be fed back to the project teams
Remove LTN	Requests for removal of LTN/LTN measures (e.g. 're-open roads')	There are currently no proposals to re-open through traffic-restriction measures that have previously been approved for permanent implementation. See individual <a href="#">scheme decision reports</a> .
Signage	Requests or comments related to signage, e.g. unclear signage, broken signage.	Locations identified on the mapping in relation to these concerns will be passed to the Council’s highways maintenance teams to resolve

▪ **Comment location – patterns and trends**

Though location-specific feedback via Commonplace was provided for locations across the borough, relatively few comments were received in relation to the south of the

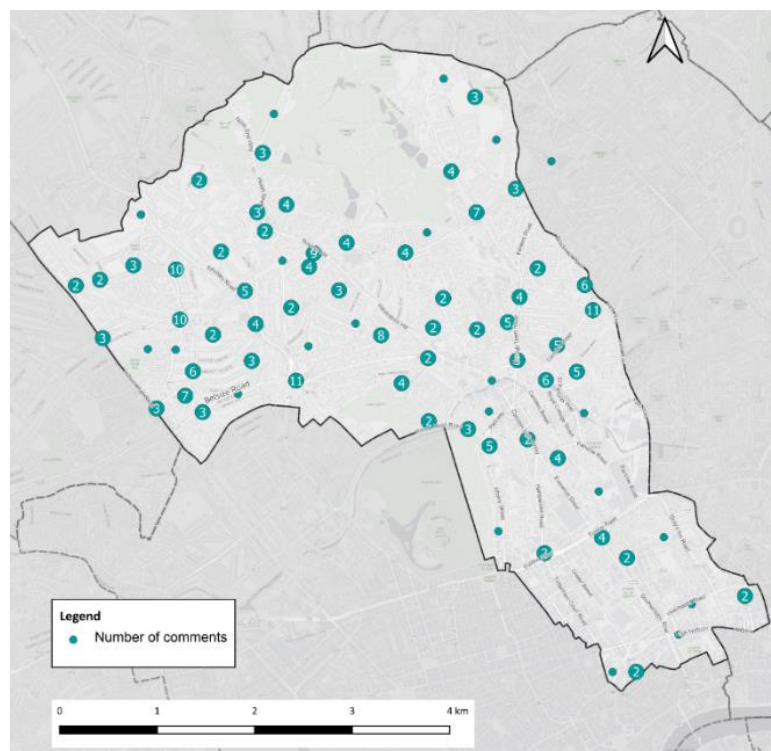


Borough through this particular exercise. However, it is noted that previous such Commonplace mapping exercises in prior (recent) years on the [Safe Travel website](#) have identified multiple such requests in the south, and other areas in the Borough, and therefore whilst the prioritisation matrix used in Appendix B2 identifies some schemes as “low” with respect of requests on Commonplace based on the most recent mapping exercise, consideration has also been given to prior comments/requests made through those previous opportunities. In addition, within the Holborn Liveable Neighbourhood section considerations of the most recent [Commonplace feedback](#) through the Holborn LN website has been included.

With respect of the [mapping launched in summer 2024](#), a relatively higher number of comments were linked to locations across the following areas, and various area-wide/location-specific schemes planned in Appendix B2 also relate to (some of) these locations:

- **Hampstead/Belsize Park:** most comments indicated support for improved cycle and pedestrian infrastructure and liveable neighbourhood measures
- **Kentish Town:** most comments indicated support for improved cycle and pedestrian infrastructure, liveable neighbourhood measures, and amendments to parking arrangements.
- **South and West Hampstead:** most comments indicated support for improved cycle and pedestrian infrastructure, liveable neighbourhood measures, and highlighted concerns about speeding.

*Figure 19: Map of location-specific comments*



## Summary of Feedback Received

The feedback collected has generated valuable insights from a range of transport users and stakeholders across the borough.

- Feedback has revealed a mixed perception of progress towards the CTS objectives to date, with safety concerns, particularly for pedestrians and cyclists, at the forefront of discussions and feedback.
- In addition, engagement that has been undertaken has highlighted the need for improved infrastructure to support more active and sustainable travel, such as safer cycling routes, accessible public transport, and more EV charging points, particularly towards the north of the borough.
- Traffic management, including congestion and the impact of delivery vehicles, was another key area of concern.
- Additionally, feedback has emphasised the importance of stronger action for climate resilience, community involvement, and cross-Council collaboration in shaping the future of Camden's transport system.

This feedback helps inform the development of the Delivery Plan and will continue to inform its associated projects and actions over the course of the Delivery Plan period.

### 3.4.4 Summary of proposed Delivery Plan Actions (for 2025-28) responding to stakeholder engagement

The feedback collected included many requests for improvements to active travel infrastructure across the borough. Our proposed Delivery Plan (2025/26 to 2027/28) includes schemes proposed for high quality, segregated cycling corridors across Camden, to enhance active travel safety and connectivity, and supporting our wider Healthy Streets measures. This includes schemes in the north of the borough, including proposals for the permanent elements of Cycleway 6 (Haverstock Hill), extending that scheme further north along Rosslyn Hill, and a link between West Hampstead to Greville Place (Cycleway 51). Similarly, the higher volume of comments related to improved pedestrian infrastructure across the borough correlate with the planned Walking & Accessibility Action Plan measures, and strategic and local walking routes that are proposed for the forthcoming delivery plan period.

Our proposed programme to enhance cleaner, fairer parking and kerbside management will include measures that will help progress towards meeting Objective 5 of the CTS, for instance, by providing a rolling programme of EVCPs across the Borough that incentivises the uptake of electric vehicles, and on and off street micro-mobility hubs across Camden, helping to deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people. Further details and measures can be found in the “short term” actions within the [Freight & Servicing Action Plan](#).

### 3.5 Funding

Availability of funding is an important consideration for how we identify schemes in the delivery plan. Camden has a combination of funding sources—ranging from central Government, Mayoral budgets (TfL and GLA), private sources, to the Council’s own Healthy Streets capital budgets, s106, Community Infrastructure Levy etc—to deliver the commitments and targets set out in the transport strategy. The funding from these sources is subject to change based on the policy and fiscal priorities of the Government, Mayor of London, and so on. To that extent, the delivery plan identifies comparatively more definitive sources of funding for the first fiscal year of the plan (2025/26) while baking in some flexibility into funding that is identified for the second and third year of the plan.

The below lists all the major foreseeable funding sources including those that have influenced our priorities for the period between 2025-26 and 2027-28:

#### **(A) LIP funding from TfL:**

Local Implementation Plan (LIP) funding, in recent years (since the pandemic), has supported around 40% of the total costs of delivering the Camden Transport Strategy. This is a drop from circa 80% of the funding share that LIP previously (pre-pandemic) offered for borough delivery. This funding is used for schemes that directly help deliver the strategic priorities of the MTS.

For the 2025-28 three-year funding cycle, the total London-wide Healthy Streets funding available is currently projected to be approximately £150 million per year, of which circa £80 million (subject to TfL Business Plan finalisation) is made available directly to boroughs. £36 million of this is available as formula funding for the Safer Corridors & Neighbourhoods programme. Around £44 million is available as discretionary and needs-based funding to deliver improvement to the cycleway network, bus priority network, and the liveable neighbourhoods programme (in-flight). In addition, there are two new discretionary funding pots—"Safer Streets" and "Better Bus Partnerships". Safer Streets funding is available for schemes from Boroughs with programmes that have the greatest impact on reducing KSIs. Better Bus partnerships will provide funding up to £10 million to 3 boroughs for programmes that deliver transformational bus infrastructure. The proposed LIP bids for these various funding pots are set out in Appendix B3.

#### **(B) Funding raised through planning sources:**

Community Infrastructure Levy (CIL) and Section 106 are two sources of funding secured through the planning process. CIL is the money that is raised from new developments for investment in infrastructure and community-supported projects that support growth. 70% of funding is available as Strategic CIL, which supports council-wide projects of strategic importance.<sup>3</sup> 25% of CIL funding is available as local CIL, which is allocated to specific areas, and usage of this funding is at the discretion of Ward Councillors. 5% is spent on administrative costs.

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<sup>3</sup> [Spending the Camden Community Infrastructure Levy](#), LBC

Section 106 Planning Obligation funding is secured for new developments and, with respect of transport/health streets, is specifically used for mitigating the impacts of new developments on the local transport and street network. Such contributions will continue to be sought from relevant developments throughout this emerging 3 year Plan period. Examples include £1m+ public realm and transport improvements secured from the [100 Tottenham Court Road](#) development which help deliver the Fitzrovia area Phase 1 and Phase 2 projects in the new programme.

### **(C) Greater London Authority (GLA) funding**

There are also opportunities to receive funding from GLA to support programmes that directly contribute to the strategic objectives of the London Mayor. In the past 3 years, for example, the Future Neighbourhoods 2030 funding from GLA has supported a long-term programme in Somers Town to make the neighbourhood more sustainable, including several Healthy Streets projects. For the next 3 years, as part of Mayor's Air Quality Funding, Camden will receive £55,000 to support behaviour change programmes aimed at getting more people to cycle in the borough. This is funding that is being received for a joint Healthy Streets Everyday Phase II Project in partnership with Cross River Partnership. We will continue to explore any emerging funding sources from GLA for delivering transport and related (e.g. urban greening/climate resilience) schemes in the next 3 years.

### **(D) National government funding:**

Funding from national Government/government agencies often goes toward delivering the long-term strategic objectives of the departments, such as achieving transport decarbonisation, or supporting delivery of large capital projects. Camden has secured £2.4 million of road safety funding from HS2 to deliver long-term road safety improvements in the Regent's Park area, to be delivered by the end of 2026. We will continue to explore funding that is available from the Department for Transport, including the LEVI funding from Office of Zero Emission Vehicles for installing EVCPs, to fund our schemes.

### **(E) Other discretionary funding from private sources:**

In some instances, funding can be raised from private sources such as Business Improvement Districts (BIDs). For example, the Holborn Liveable Neighbourhood is partially being funded through a funding commitment from BID(s) in the area to support the long-term transformation in the area to reduce traffic, improve walking and cycling infrastructure, and improve greening.

### **(F) Council capital funding**

Camden's own "Healthy Streets" Capital funding is an important source of funding for delivering the projects in the 3-year delivery plan. Against the challenge of reduced LIP funding from TfL, we have increasingly relied on capital funding sources to deliver our programmes. For prior Healthy Streets Council Capital funding, and requests for the new 3-year programme, see the main report.

## 4 Areas of focus

As part of the development of this 3-year plan, we have decided to review three specific areas related to the delivery of the Camden Transport Strategy—motorcyclist safety, car clubs, and buses in Camden. These were chosen for review as they presented specific challenges and potential opportunities for improvement (see below). For each of these areas, we have conducted an evaluation of those current challenges and potential opportunities to amplify and accelerate outcomes to match the commitments within the CTS. While Appendix C discusses insights and recommendations from these analyses in more detail, we have presented the key challenges and actions here:

### A. Vision Zero: motorcycle safety

#### Challenges

Camden aims to achieve the Vision Zero goal of zero Killed and Seriously Injured (KSI) casualties on our streets by 2041. Motorcyclist casualties, which comprise about 18 percent of the total KSIs in the borough, have reduced by 50 percent in 2023 as compared to the 2010-2014 baseline. To achieve the Vision Zero goal, we need to keep up with the progress made so far and take more ambitious actions. Relative to their mode share, motorcyclists are the most vulnerable road users with respect of KSI casualties. Analysis of motorcycle collisions highlights certain risk factors, including high collision interaction with cars, high number of collisions during evening hours, and majority of collisions involving vehicles with relatively smaller engine sizes (under 125cc). Most motorcycle collisions occurring within the Borough also involve residents using motorcycles from outside of Camden. Each of these risk factors present a need to consider measures to better understand, monitor, and tackle these risks through partnerships with other boroughs, TfL, Met Police, and motorcycling stakeholder groups.

#### Next Steps

- Develop interim targets for P2W KSI reduction for meeting Vision Zero by 2041 within the CTS Delivery Plan 2025-28. These targets will aim to achieve P2W KSI reduction from a baseline of 22 (average of KSIs in 2019-2023) to less than **8 by 2028**, less than **4 by 2031**, and **0 by 2041**
- Offer safety training and behaviour change programmes for P2W riders in collaboration with TfL and other boroughs
- Consider and help advance a London-wide approach to explore risks faced by delivery riders
- Plan and undertake infrastructure measures to address P2W collision hotspots
- Continue to engage with representatives of P2W groups to discuss safety concerns and identify potential further next steps/improvements
- Collaborate with TfL to inform any upcoming guidance related to P2W safety and identify opportunities to include such guidance within our future programmes



## B. Championing car clubs

### Challenges

Car clubs can play a vital role in reducing car dependency, helping us meet our targets to reduce overall private motor vehicle ownership and use, and to lower road transport emissions, as well as optimising usage of kerbside space. While car clubs have been operational in the borough since 2001, the uptake of car clubs (active members and trips) in Camden has been low compared to other boroughs. Analysing data and information from car club operators and CoMoUK highlights several challenges.

First, it is observed that locations of car club bays have not always been strategically planned to maximise occupancy of bays and usage, resulting in empty or underutilised bays. Second, related to the first challenge, there is a need to improve the process of issuing licenses/ permits to car club operators and designing contractual agreements with them. This offers Camden opportunities to define requirements related to occupancy and data sharing, which are key to increase usage. Third, Camden lags behind other boroughs in providing electric charging infrastructure for car club vehicles. This would be important to reduce emissions from car club vehicles. Lastly, Camden can play a more proactive role in promoting and supporting (for example, through subsidised memberships) car clubs as an alternative to private car ownership and use.

### Next Steps

- Support car club operators to fill existing, empty car club bays with vehicles
- Improve the process of tracking and maintaining car club bay locations
- Support bay expansion through planning development and other complimentary initiatives
- Promote car clubs via Council communication channels
- Provide targeted guidance on car club use, cost comparisons, and other potential benefits
- Provide targeted offers for businesses to increase use of car clubs
- Expand the use of targeted offers for residents in connection with other schemes
- Support the development of mobility credit schemes to include car club membership
- Incentivise car club operators to provide zero-emission cars and car club members to use them
- Increase provision of EV charge points in car-club bays

## C. Better buses in Camden

### Challenges

Buses play an important role in the CTS vision of transforming transport and mobility in Camden. Benchmarking of Camden's bus performance against the average inner London bus performance shows that Camden is performing well in its bus mode share,

the number of high frequency routes and bus stops with countdown. However, performance is relatively poor in the areas of bus speeds, post pandemic bus patronage recovery (both weekday & weekend) and provision of bus routes. The level of bus route electrification in Camden is also low in comparison to bus routes in all of London.

### Next Steps

- Install additional shelters and covered seating where feasible
- Investigate the potential to add audible bus announcements at bus stops and roll out of real time information for bus users
- Review opportunities at the busiest interchanges for shared mobility hubs
- Lobby TfL for conversion of more buses to zero-emission buses
- Collaborate with TfL to expand real-time information services for bus users
- Build on the Bus Priority programme including new bus lanes/bus gats
- Review opportunities for consolidating bus stops to improve journey times
- Make improvements to and around bus stops to promote ease of access and egress
- Undertake review of junctions that are often blocked by traffic, or which could be improved to allow for easier movements by buses
- Collaborate with TfL to conduct a connectivity analysis of the borough's bus network to identify opportunities for new routes and/or route enhancements
- Review the feasibility of expanding orbital routes and increasing frequency
- Establish a practice within Camden Council teams for promoting buses and sharing improvements to bus infrastructure and service
- Camden to meet with relevant TfL stakeholders regularly to review ongoing opportunities and latest bus data to understand progress of ongoing improvements
- Identify opportunities to work together with neighbouring boroughs to improve bus priority on routes that run through Camden
- Camden to review where S106/S278, the Community Infrastructure Levy (CIL), or road maintenance works could financially support improvements to bus network and infrastructure
- Conduct a feasibility study for implementing a Workplace Parking Levy programme which could fund bus improvements
- Look at joint funding opportunities with neighbouring boroughs that would benefit from bus improvement schemes
- Utilise LIP funding and Better Bus Partnership funding for bus priority programmes
- Collaborate with TfL to develop a pathway for reducing bus-related KSI (from 38 casualties in 2023) to achieve zero fatalities (in or by a London bus) by 2030 and zero KSI (from all road collisions) by 2041