

## Appendices - Contents

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## Appendix A Proposed 2014/15 - 2017/18 Programme of Investment

A.1 The Camden Transport Strategy (CTS) programme of investment consists of the following broad areas of work, which are discussed below in turn:

- Scheme Development and Evaluation
- Area Based Schemes
- Borough-wide Schemes
- Reserve Schemes
- Smarter Travel
- Major Schemes
- Maintenance

A.2 Descriptions for each scheme described in the following are contained in Appendices B-H.

### Scheme Development and Evaluation

A.3 A separate programme for developing future schemes is proposed. Most of this work will inform the future implementation for area based schemes, but may also lead to borough-wide projects or future Major Projects. Based on the outcomes of this programme, the next three year CTS implementation programmes, such as Area Based Schemes, are amended.

### Changes to figures approved last year

A.4 There are a number of schemes where changes to funding for the current financial year (2014/15) have occurred, these are explained below:

**Table A.1:**

Programme	Source	Previous	Current	Reason for change
Gospel Oak Gyratory feasibility	LIP C&N	0	£40k	This scheme has been brought forward because recent experience has demonstrated that the level of modelling required for the proposed changes would delay the scheme if work was not started sooner. A further £50k for continued modelling is proposed in 2015/16 (see Table A2), this is greater than the total estimated cost of £50k submitted last financial year.
Farringdon Area feasibility	LIP C&N	£50k	£30k	This scheme has yet to commence due to the work load of the design team. Some physical measures are expected this financial year, however they will not impact on the wider scheme for which feasibility work will continue into 2015/16. There is no change to the total anticipated cost of the feasibility at this stage.

### Proposed 2015/16 - 2017/18 Scheme Development and Evaluation Projects

A.5 Table A.2 on the following page shows the proposed schemes and funding for future years. Other than the changes above, there have been minor changes to the proposed funding as described below:

- A.6 Holborn Area (including Covent Garden and Bloomsbury) feasibility has been reduced from £150k to £128k next financial year as early work this year suggests that the cost of the feasibility will be less than originally proposed.
- A.7 Road Safety Borough-wide (monitoring borough-wide 20mph limit) has been reduced from £50k per year to £30k per year following experience in monitoring completed to date.
- A.8 Three new Area Based Schemes have been added to the programme, see last three schemes below in Table A2. These were originally due to commence after the current LIP cycle (ie from 2017 onwards), however, experience to date and the need to maintain a degree of over-programming means that starting on these sooner is proposed.

**Table A.2: Scheme Development and Evaluation**

Programme	Source	2015/16 (£000's)	2016/17 (£000's)	2017/18 (£000's)
Holborn Area (inc Covent Garden and Bloomsbury) feasibility	LIP C&N	128	0	0
Gospel Oak Gyrotory feasibility	LIP C&N	50	0	0
Camden Town and Kentish Town Area and Wider Connectivity feasibility	LIP C&N	0	0	0
Kings Cross Area and Wider Connectivity feasibility	LIP C&N	30	0	0
Farringdon Area feasibility	LIP C&N	20	0	0
Healthy Streets	LIP C&N	0	0	0
Borough-wide Cycling Permeability	LIP C&N	10	10	0
Road Safety Borough-wide (monitoring borough-wide 20mph limit)	LIP C&N	30	30	30
Annual Monitoring and Evaluation	LIP C&N	20	20	20
Feedback to Customers	LIP C&N	10	10	10
Canteloves and Camley Area Feasibility	LIP C&N	20	60	0
Chalk Farm and Primrose Hill Area Feasibility	LIP C&N	0	80	100
Fortune Green Area Feasibility	LIP C&N	0	20	60
<b>Total</b>		<b>318</b>	<b>230</b>	<b>220</b>

### Area Based Schemes

- A.9 Instead of implementing schemes to address the issues of a particular mode (e.g. cycle scheme, bus priority schemes, walking scheme etc), Camden focuses on schemes that cover an area of the borough and considers issues and opportunities holistically, including road safety, pedestrian and cyclist improvements, measures to reduce traffic

dominance and help improve air quality, bus priority, parking and loading and public realm improvements. These schemes are developed through workshops with internal and external stakeholders, taking into consideration other plans, strategies and ideas that relate to the area, to develop a set of proposals. These proposals are looked at in more detail to test their feasibility and a coherent scheme is then worked up for public consultation. The feedback from the public consultation is then used to inform the detailed design for implementation.

#### Changes to figures approved last year

- A.10 There are a number of schemes where changes to the funding for the current financial year have occurred, these are explained below:

**Table A.3:**

Programme	Source	Previous	Current	Reason for change
Kilburn Area Improvements	LIP C&N	£260k	£100k	Modelling has delayed progress on this scheme and so funding has been reduced for 2014/15 with remaining funding moved into future years
Camden and Kentish Town and Wider Area Improvements	LIP C&N	£350k	£245k	This scheme as a whole has been reduced for each year as some of the works are now being funded by the cycling programme.
Kings Cross and Wider Area Improvements	LIP C&N	£500k	£470k	As above, the level of cycling programme funding available has reduced the requirement for funding here.
Farringdon Area Improvements	LIP C&N	0	£65k	As described in the scheme development and evaluation section, some works are going ahead this year. This helps reduce the possibility of underspend where the schemes above have reduced.
School Travel Plan Engineering Measures	LIP C&N	0	£200k	These works are going ahead this financial year as they were more urgent than the area based schemes which they might have been part of.
Minor Schemes/ Completion of 2013/14 Schemes	LIP C&N	0	£174k	This is the completion of schemes which were placed on hold to avoid an overspend, or were delayed for other reasons.

#### Proposed 2015/16 – 2017/18 Area Based Schemes

- A.11 Table A.4 shows the proposed schemes and funding for future years. Other than the changes above, there have been minor changes to the proposed funding as described below, many of these are due the recent additional funding received and expected for cycling projects outside the LIP:
- A.12 Kilburn Area Improvements has been increased due to delays in 2014/15 meaning more funding will be required in 2015/16.
- A.13 Camden and Kentish Town and Wider Area Improvements has been reduced due to a combination of additional funds being available in the area for cycling and S106, but also a reduction in the estimate for works required in the area.

- A.14 Holborn, Bloomsbury and Wider Area Improvements has been spread over three years rather than two as the work is likely to be phased to minimise disruption and make best use of resources.
- A.15 Kings Cross and Wider Area Improvements has been reduced due to a combination of additional funds being available in the area for cycling and S106, but also a reduction in the estimate for works required in the area.
- A.16 Farringdon Area Improvements has been reduced due to a combination of additional funds being available in the area for cycling and S106.
- A.17 Three new Area Based Schemes have been added to the programme as described in the previous section. In addition to this it is proposed that the Gospel Oak Area Based Scheme be brought forward with works to commence in 2016/17.

**Table A.4: Area Based Schemes**

Scheme	Source	2015/16 (£000's)	2016/17 (£000's)	2017/18 (£000's)
Kilburn Area Improvements	LIP C&N	300	0	0
Camden and Kentish Town and Wider Area Improvements	LIP C&N	360	360	0
Holborn, Bloomsbury and Wider Area Improvements	LIP C&N	75	476	125
Kings Cross and Wider Area Improvements	LIP C&N	150	0	0
Farringdon Area Improvements	LIP C&N	150	0	0
Gospel Oak Area Improvements	LIP C&N	0	240	350
Canteloves and Camley Area Improvements	LIP C&N	0	80	200
Chalk Farm and Primrose Hill Area Improvements	LIP C&N	0	50	310
Fortune Green Area Improvements	LIP C&N	0	0	150
	<b>Total</b>	<b>1035</b>	<b>1206</b>	<b>1135</b>

Borough-wide schemes

- A.18 There is some work that is undertaken on a borough-wide basis because it may be a priority and there is no area-based scheme currently underway in a particular area that the measures can be included in. Examples of this include minor changes to improve road safety due to an issue being identified that should be addressed quickly before incidents occur or issues that are a political priority, such as cycle parking and advanced stop lines for cyclists, which Camden are seeking to increase provision of across the whole borough quickly. Other examples of borough-wide schemes that do not fit neatly into the area based approach include schemes that have a natural geographical self-dependence, such as legible London pedestrian signage and way-finding and cycle hire. Borough-wide schemes are coordinated with area based schemes where they overlap

Changes to figures approved last year

- A.19 There are a number of schemes where changes to funding for the current financial year have occurred, these are explained below:

**Table A.5:**

Programme	Source	Previous	Current	Reason for change
Priority Minor Traffic Management Schemes	Borough	£100k	0	There are currently no minor schemes considered this year, though this funding has contributed towards the School Travel Plan Engineering Measures scheme described previously.
Sustainable Transport Schemes	Borough	£210k	£50k	The large allocation from the cycle programme means that less funding is required.
Motorcycle Parking	Borough	£10k	£20k	Funding increased due to high demand this financial year.
Road Safety Schemes	LIP C&N	£210k	£140k	This has reduced to contribute towards the School Travel Plan Engineering Measures mentioned previously.
ASLs	LIP C&N	£20k	0	Funding not required this financial year as modelling results are awaiting Transport for London (TfL) approval and this is not expected this financial year due to internal restructure.
Cycle Parking	LIP C&N	£50k	£62k	Increased due to completion of the trial cycle locker.
Travel Information and Way-finding	LIP C&N	£11k	£40k	Additional funding for additional sites on the Legible London programme.
Healthy Streets - Delivery	LIP C&N	0	£20k	Implementation of Play Streets expected this financial year.

Proposed 2015/16 – 2017/18 Borough-wide Schemes

- A.20 Table A.6 shows the proposed schemes and funding for future years. Other than the changes above, there have been minor changes to the proposed funding as described below, many of these are due to the recent additional funding received and expected for cycling projects outside the LIP:
- A.21 No change to CPZ Reviews, however, the final review is due to be completed in 2014/15. It is currently proposed that the funding remain to allow for any possible challenges and reviews. Given the source of this funding it would appear prudent to maintain this level of expenditure, particularly as the parking on housing land work may mean that changes to the CPZ are required and also because this a key area of concern to many of Camden's residents.
- A.22 Priority Minor Traffic Management Schemes has been reduced by £20k due to the lack of spend this financial year. It is expected that there will be spend next financial year, however, it will be reviewed as the year starts.
- A.23 The minor increase in Sustainable Transport Schemes is to account for reduction in Priority Minor Traffic Management Schemes.
- A.24 The delivery of Healthy Streets is increased to enable further play streets.

**Table A.6: Borough-wide Schemes**

Scheme	Source	2015/16 (£000's)	2016/17 (£000's)	2017/18 (£000's)
CPZ Reviews	Borough	100	100	100
Priority Minor Traffic Management Schemes	Borough	80	80	80
Sustainable Transport Schemes	Borough	230	230	230
Minor Parking Changes	Borough	100	100	100
Disabled Parking	Borough	40	40	40
Motorcycle Parking	Borough	10	10	10
Road safety schemes	LIP C&N	500	500	500
ASLs	LIP C&N	20	20	20
Cycle parking	LIP C&N	50	50	50
Travel information and way-finding	LIP C&N	11	11	11
Local Transport Fund	LIP C&N	100	100	100
Healthy Streets - Delivery	LIP C&N	20	10	10
	Total	1,261	1,251	1,251

### Reserve Schemes

A.25 As with the previous year's CTS programme report (2014/15), a list of reserve schemes is maintained. This includes indicative costs. When additional funding becomes available, bringing forward schemes on the existing programmes for delivery sooner will be considered first, followed by consulting this list of reserve schemes. The list is continually added to with proposals that come out of feasibility work and correspondence, where there is currently no funding to take them forward at that time. Many of last year's reserve schemes are now being progressed as part of the Central London Cycle Grid or Quietways network. The list has therefore been revised, with additional proposed schemes in green. The reserve schemes are not listed in the table by priority. Descriptions of each of the reserve schemes are given in Appendix E.

**Table A.7: List of Reserve Schemes**

Reserve Scheme	Approximate Cost (£000s)
Pre-signals for cyclists	30
Cycle Signage – Borough wide	20
Contraflow on Guilford Street	60
Guilford Street and Calthorpe Street Cycle Improvements	60
Miller St to Plender Street Cycle Link	40
Parker Street Contraflow	7
Arlington St Cycling Improvements	50
Park Village East Contraflow	30
St Mark's Square and Albert Terrace two-way (feasibility only)	150
Towpath to Albert Rd junction St Mark's Bridge	10
St Pancras Way ramp to towpath	150
Canteloves Rd/ Camden Rd Cycle Link	84
Northern EW cycle route Compayne Gardens	40
Cartwright Gardens footway on west side	80
Making Bucknall Street one-way	20
Fleet Road gyratory removal and adjacent N/S corridor safety and cycling delivery	500
Fitzjohn's Avenue Road Safety and Cycling Improvements	150
E/W cycling and pedestrian improvements through Russell Square, Bernard Street and south of Brunswick Square	500
IGP conversion to TMP	75
Camley Street Tunnel	50
Zebra Crossing Safety Improvements	80
"Parklets" in parking bays	20
Removal of Footway Narrowing from bays	100
New Zebra Crossing programme	100
Cycle Lane widening and lite segregation	20
Brunswick Square	120
Mabledon Place approach to Euston Road	60
Borough-wide - reducing parking at junctions	40



Smarter Travel

A.26 This programme involves “softer” measures including education, training and publicity and travel demand management (e.g. school and workplace travel plans). Projects within this programme are essentially to raise awareness, encourage behaviour change, and promote and encourage sustainable travel choices. This is an important transport programme which forms a key part of a balanced transport strategy that sits alongside and can complement physical improvements on the street. The programme is designed to have close linkages with the Corridors and Neighbourhoods programme to enhance the effectiveness of new engineering measures on the street. The programme is outcome focussed and impacts are closely monitored to continue to enhance and develop the programme. The previously approved programme and the revised programme for this area of work are shown in Table A.8 and a description of each work area is contained in Appendix F.

Changes to figures approved last year


A.27 There are a number of minor changes to the funding for individual schemes as detailed in the table below. These are based on experience from this financial year.

**Table A.8: Smarter Travel Programme**

Work area	Source	2014/15 (£000's)	2015/16 (£000's)	2016/17 (£000's)	2017/18 (£000's)
Cycle instruction	LIP C&N	104	104	104	
		104	104	104	104
Sustainable school travel programme	LIP C&N	49	49	49	
		49	60	60	60
Road safety workshops and dramas	LIP C&N	39	39	39	
		39	45	45	45
Vulnerable groups, inequality and social inclusion	LIP C&N	35	35	35	
		35	30	30	30
Borough events	LIP C&N	16	16	16	
		16	12	12	12
Social media	LIP C&N	14	14	14	
		14	6	6	6
Area based smarter travel	LIP C&N	47	47	47	
		47	47	47	47
Workplace travel planning	S106	30	30	30	
		30	30	30	30
<b>Totals Previous:</b>		<b>334</b>	<b>334</b>	<b>334</b>	
<b>Totals Revised:</b>		<b>334</b>	<b>334</b>	<b>334</b>	<b>334</b>

**Key:**

Red figures represent changes to the figures approved in 2013

 Previous  Revised

### Major Schemes

A.28 These refer to large public realm/transport transformational schemes that generally cost greater than £1 million and take several years to develop and deliver. Transport for London (TfL) LIP funding for these schemes is allocated through a competitive, step bidding process, and is often combined with other sources, such as from the GLA and developer contributions. Camden is currently progressing two major schemes in the borough, the West End Project (WEP) and Cobden Junction, and over the coming years is developing a major scheme for Holborn to follow the implementation of the West End Project. The proposed programme for this area of work is shown in Table A.9 below, and descriptions of these projects are contained in Appendix G. It should be noted that as things currently stand there is no LIP major scheme funding for WEP and following consultation the council is about to re-engage with City Hall.

### Changes to figures approved last year

A.29 There are increases proposed to the West End Project as per the table below. This is due to an increase in the estimate since the last submission.

**Table A.9: Major Scheme Programme**

Scheme	Source	2014/15 (£000's)	2015/16 (£000's)	2016/17 (£000's)	2017/18 (£000's)
West End Project	LIP/S106	500	3,000	3,000	
		500	6,000	9,500	9,000
Cobden Junction Project	GLA	1,500			
		1,500			
Holborn Improvement Project				TBC	
					TBC
<b>Total Previous:</b>		<b>2,000</b>	<b>3,000</b>	<b>3,000</b>	
<b>Total Revised:</b>		<b>2,000</b>	<b>6,000</b>	<b>9,500</b>	<b>9,000</b>

**Key:**



Previous



Revised

Maintenance

- A.30 The maintenance of Camden's highway assets includes roads, footways, drainage, street lighting and bridges. A large part of this work is borough-funded, although TfL provide some funding to maintain the Principal Road Network ('A' roads) and bridges. Maintenance work also includes upgrading assets to improve their performance, such as more energy efficient street lighting. The proposed programme for this area of work is shown in Table A.10 below.

**Table A.10: Maintenance Programme**

Scheme	Source	2014/15	2015/16	2016/17	2017/18
Carriageway works	Borough	2,850	2,850	2,850	2,850
Footway works	Borough	1,000	1,000	1,000	1,000
Column replacement and Street Lighting	Borough	650	650	650	650
Street clutter reduction	Borough	100	100	100	100
Tree pits	Borough	45	45	45	45
Street name plates	Borough	55	55	55	55
White Light Extension	Borough	90	90	90	90
Drainage	Borough	460	460	460	460
Pedestrian Disabled Facilities	Borough	70	70	70	70
Minor Footway surfacing	Borough	700	700	700	700
Minor Carriageway surfacing	Borough	400	400	400	400
Planned Improvements Public Realm	Borough	130	130	130	130
Principal Road Network renewal	LIP (PRN)	498	498	498	498
PRN reserve	LIP (PRN)	125	125	125	125
Bridge Maintenance	LoBEG	35	70	700	100

**Table A.11: Summary of expenditure for all areas of work**

The Table below shows the totals for each work area; this includes the values approved in 2013/14 to demonstrate the level of change in work area which has occurred as schemes have progressed throughout 2014/15.

Scheme	2014/15		2015/16		2016/17		2017/18
	Approved (£000's)	Projected (£000's)	Approved (£000's)	Proposed (£000's)	Approved (£000's)	Proposed (£000's)	Proposed (£000's)
Scheme Development and Evaluation	370	390	270	318	160	230	220
Area-based scheme	1310	1454	1075	1035	1286	1206	1135
Borough-wide schemes	951	672	1241	1261	1241	1251	1251
Smarter Travel	334	334	334	334	334	334	334
Major schemes	2,000	2,000	3,000	6,000	3,000	9,500	9,000*
Maintenance	7,208	7,208	7,243	7,243	7,873	7,873	7,273
Borough Cycle Programme	n/a	492	n/a	6,853	n/a	121	0
<b>Total</b>	<b>12,173</b>	<b>12,550</b>	<b>13,163</b>	<b>23,044</b>	<b>13,894</b>	<b>20,515</b>	<b>10,213</b>

\* May increase as new major projects are identified

#### Proposed 2014/15 - 2016/17 additional cycle funding bid

- A.31 Funding has been approved for a number of cycling initiatives, this is allocated separately to the LIP process and so is not included in the above. The grid routes that have been agreed are due to be completed by 2015/16. Whilst it is expected that future grid routes will be agreed and funded beyond 2015/16 there is no agreement regarding which routes and their phasing for implementation and so there is currently no funding projected beyond 2016. Funding expected in future years is:

**Table A12: Mayor's Cycling Fund**

Funding Source	2014/15 (£000)	2015/16 (£000)	2016/17 (£000)	2017/18 (£000)
Cycle Grid/Quietways	354	6,371	-	-
Cycle Superhighways	25	369	-	-
Borough Cycling Programme	113	113	121	-
<b>Total</b>	<b>492</b>	<b>6,853</b>	<b>121</b>	<b>-</b>

- A.32 The Mayor's Vision for Cycling in London outlines plans to transform the capital into a city where cycling is a key part of everyday life. It describes the wish to create a network of three main types of route – improved Superhighways, faster radial routes, often on main roads; Quietways, radial and orbital back-street routes; and, in central London, the Central London Grid, joining the other routes together. There will also be substantial funding for junction improvements, and for “mini-Hollands” in up to four outer London boroughs.
- A.33 Camden is not able to apply for funding for the mini-Hollands and the funding for Quietways, the Central London Grid and other routes is being allocated separately under a different process. In addition to this TfL invited boroughs to bid for funding for the four year period 2014/15 – 2016/17 under the following programmes, as described in the 2013 Report:
- Safer Streets for the Bike
  - More People Travelling by Bike
  - Support for Cycling

## Appendix B: Scheme Development and Evaluation Scheme Descriptions

Note B.1 to B10 are unchanged from the paper that was approved in 2013

- B.1 Holborn Area (inc Covent Garden and Bloomsbury) feasibility:** Feasibility study that builds on the on-going area based work in Holborn and in the wider area. The study will investigate short, medium and longer-term projects to transform the Holborn area. This will include, for example, a diagonal crossing at Kingsway/High Holborn junction, removing or reducing the gyratory, improving safety along the east-west corridor of Bloomsbury Way and Theobalds Road, particularly for cyclists, and reducing the dominance of traffic. The feasibility study will also provide the basis for, and contribute to, a future Major Scheme bid and the large sums of money that have been allocated are to account for the expensive modelling work that will be involved.
- B.2 Gospel Oak Gyratory feasibility:** Feasibility study to develop a scheme to improve the Gospel Oak regeneration area, with a specific focus on removing the Fleet Rd/Constantine Rd/Agincourt Rd gyratory and improving road safety. The gyratory was identified during stakeholder workshops and feasibility work, as part of the current 3 year programme Gospel Oak area based scheme, as a major contributing factor in reducing pedestrian access across South End Green and the level of casualties there.
- B.3 Camden Town and Kentish Town Area and Wider Connectivity feasibility:** Feasibility study to further build on the improvements already implemented in the Camden Town and Kentish Town areas and to develop a plan for wider east/west and north/south connectivity, particularly for cyclists. It will include extending the Royal College Street segregated cycling scheme north of Camden Road to Kentish Town. It also includes a study to investigate the opportunity for a two-way operation on Pancras Road and Midland Road, building on the work coming out of the TfL Kings Cross Gyratory study. This will also include opportunities to improve and realign bus routes and provision for people living to the east of St. Pancras Way. Midland Road in particular is part of an important north-south cycle route continuing through Judd Street and on to Holborn, but currently presents a barrier for cyclists travelling north.
- B.4 Kings Cross Area and Wider Connectivity feasibility:** Feasibility study to develop an area-based scheme for the Kings Cross area, again building on existing work such as the TfL Kings Cross Gyratory study. This will include those streets both to the north and south of Euston Road. A major focus will be the removal of the gyratory, improved safety for cyclists and much improved pedestrian environment. It will be coordinated with the feasibility and design work already underway to improve the junctions of Goods Way with Pancras Road and Midland Road, respectively.
- B.5 Farringdon area-wide feasibility:** Feasibility study to develop an area-based scheme for Farringdon area. The expected development associated with Crossrail, as well as the increased frequency of train services, will bring significantly more people into and through Farringdon. There is also a concentration of cyclist casualties in this area and it suffers from poor permeability for cyclists. Camden will work with Islington and TfL to ensure that the area can encourage and support increased demand on the transport network and ensure that local people benefit from growth. This will include investment in the public realm to provide attractive public spaces, improving road safety, particularly for cyclists.
- B.6 Healthy Streets feasibility:** Feasibility study to develop a strategic approach to reducing vehicle dominance on streets and encourage more sustainable travel alternatives, such as walking and cycling. The work would be high level and look at

potential options across the southern part of the borough from Camden Town down to Covent Garden. It will consider options for restricting motor traffic in certain roads, either at certain times of the day or days of the week as well as seasonal and potentially permanent closures. By considering options across such a wide area, potential knock on impacts and opportunities can be considered and some long term possibility could be generated to help guide future work of area based schemes. This will help Camden work toward increasing enabled access for sustainable modes through filtered permeability.

- B.7 Borough-wide Cycling Permeability:** Borough-wide assessment of cycle routes and barriers which reduce access for cyclists, in particular one-way systems and gyratories. This feasibility programme will continue the current 3 year programme of improving cycle permeability through the borough.
- B.8 Road Safety Borough-wide (monitoring borough-wide 20mph limit):** A monitoring and evaluation framework to assess the changes to speed resulting from implementing a borough-wide 20mph limit, with identification of further measures for implementation to improve its effectiveness.
- B.9 Annual Monitoring and Evaluation:** It is important to understand the impact the CTS programme of investment has on guiding future work. Monitoring and evaluation is required of the larger area-based and borough-wide progress being made toward meeting the CTS objectives and targets.
- B.10 Feedback to customers:** There is already extensive engagement on traffic and parking proposals in the borough, and consultation results strongly guide final decision making. However, these are not referenda, and it is often the case in such consultations that, while there is a content section of the community, there are also those who are discontent. There is currently a weakness in feeding back the results of such consultations and how this has influenced final design and delivery decisions. This dedicated programme aims to address this in line with Objective 1 of the Camden Plan (Providing democratic and strategic leadership fit for changing times) and Camden's wider review of resident involvement, to see how best we can improve this whilst minimising additional costs (for example, asking consultees who are interested for email addresses and then emailing links to final reports). The first year of this programme will include work to consider the best ways to provide this feedback and what funding might be required in future years, which could result in a proposed change to future budgets as part of next year's review of CTS programme of investment.
- B.11 Canteloves and Camley Area Feasibility:** Feasibility study to develop an area-based scheme for the Canteloves and Camley area. The area is next on the ranked list of areas to be considered for area schemes. The Index of Multiple Deprivation is one of the highest in the borough; at the same time motorist and cyclist casualties are high. Camden Road is very busy and a barrier for north/south movement, but there may be opportunities to reduce speed on this TLRN road, working in conjunction with TfL. Details will be developed over the coming months, including engagement with the local community, to determine requirements and produce a broader vision for the areas before a detailed brief can be produced.
- B.12 Chalk Farm and Primrose Hill Area Feasibility:** Feasibility study to develop an area-based scheme for the Chalk Farm and Primrose Hill area. Chalk Farm was highlighted as part of TfL's road safety priority locations, and the Council's own data shows high cyclist casualties in the wider area. The complicated junction at Chalk Farm Road/Haverstock Hill/Adelaide road is particular problem: currently eastbound vehicles

travelling along Adelaide Road cannot turn left up Haverstock Hill; to avoid the junction vehicles cut through side streets in the Belsize area, and there have been long standing concerns of rat running through these very residential side streets. There is also a large college on the junction, with large numbers of young people crossing the road here. Opportunities to redesign the junction of Chalk Farm and Haverstock Hill will be investigated to help address these issues.

- B.13 **Fortune Green Area Feasibility:** Feasibility study to develop an area-based scheme for the Fortune Green area. Fortune Green is next on the list in the ward rankings to be considered for an area scheme. The area is bordered by some heavily trafficked streets including Shoot Up Hill (A5) and Mill Lane/West End Lane. There have ongoing concerns in the area regarding rat running particularly very heavy vehicles using Westbere Road where there is a large secondary school (Hampstead High School), to avoid the parallel main A5 corridor. There is also concern about the potential impacts of the Brent Cross development, to the north of Fortune Green, particularly the increases in traffic through the area. Officers will investigate mitigation measures to restrict vehicle access through these very residential streets and investigate pedestrian and road safety improvements, particularly for the school. Fortune Green has the lowest mode share in the borough for walking, which presents an opportunity to encourage more walking trips and improve the walking environment along the main roads. A longer term intervention would be to improve east to west permeability through the area, which is currently low due to train lines.



## Appendix C: Area Based Scheme Descriptions

Note C.1 to C.6 are unchanged from the 2013 approved report.

- C.1 **Kilburn Area Improvements:** Improvements to the A5 corridor between Greville Place/Boundary Road in the south and Maygrove Road/Christchurch Avenue in the north to improve pedestrian and cyclist safety, improve pedestrian accessibility particularly at crossings, de-clutter the streetscape and regenerate the High Street. Additional measures to improve personal safety through street lighting or other means and measures to reduce congestion (particularly bus congestion) will be covered. The public consultation will be undertaken towards the end of 2014/15.
- C.2 **Camden and Kentish Town and Wider Area Improvements:** Building on the on-going feasibility work to develop improvements for the area the implementation work over the next 3 year programme will focus on improving cycle permeability and unlocking the gyratory, with a focus on east to west routes – Delancey Street, Hawley Street, Parkway and Albert Road. It will also include an extension to the Royal College Street cycle route, to provide a continuous route from Holborn through to Kentish Town, north of Camden Road. Opportunities will be taken to widen the 'Naked Streets' approaches used on Camden High Street (north of the underground station) to other roads in the area.
- C.3 **Holborn and Bloomsbury Area Improvements:** Improvements to the Holborn area will focus on delivering elements in the feasibility study. While it is hoped that Major Scheme funding will deliver the larger vision for the Holborn area, if that funding is not available, a smaller scale project will be progressed. The work will be coordinated with the implementation of the central London cycle grid as it develops.
- C.4 **Kings Cross and Wider Area Improvements:** The bulk of the this project, in the first year of the next 3 year programme, will be the delivery of improvements to the Goods Way junctions with Pancras Road and Midland Road. Making changes to these junctions is priority as the new council offices and community facilities at the junction of Pancras Road and Goods Way opened in July 2014. However, the work requires traffic signal changes which usually take a long time to deliver. This means it is unlikely that the changes will be made in time, but the plan is to deliver them as soon as possible and officers will continue to push this as a priority. Following the changes to these Goods Way junctions, consideration will be given to the implementation of additional measures in the wider area coming out of the on-going feasibility work.
- C.5 **Farringdon Area Improvements:** An area based scheme to begin the implementation of measures identified from on-going feasibility work, coordinating with the implementation of the Central London Cycle Grid as it develops.
- C.6 **West of Euston Station Area Improvements:** Measures will aim to improve pedestrian footway and crossing facilities, improve signage and lighting, increase street trees, review parking and increase cycle parking where appropriate. The impacts of HS2, should it go ahead, and the possible future expansion of Euston Station or reconfiguration of Euston Station has been taken into consideration as part of the feasibility and design work being undertaken. Measures are being delivered in this area this year, using S106 funding.
- C.7 **School Travel Plan Engineering Measures:** As described in the main report, these schemes are related to safety and improvements for schools; although these will normally be combined with area based schemes, these projects are being undertaken

as they were deemed to be more urgent and also deliverable in the short term rather than awaiting area based scheme implementation.

- C.8 **Minor Schemes/Completion of 2013/14 Schemes:** Because Camden utilises an over-programming system to ensure that all funding is spent, some work commenced in 2013/14 rolled into 2014/15; this would normally be completed using the Local Transport Fund, however, this financial year there were significant works undertaken and committed.
- C.9 **Gospel Oak Area Improvements:** Feasibility for this scheme is currently underway. This can be split into two parts; removing the Fleet Road Gyratory, and making improvements to the rest of the area. Details of these will be known as the feasibility progresses; parts of this scheme are being progressed whilst other aspects are awaiting completion of significant developments in the area.
- C.10 **Cantelowes and Camley Area Improvements:** Refer to the feasibility described in the previous section; details will become clearer as visionary work and pre-feasibility consultation commences.
- C.11 **Chalk Farm and Primrose Hill Area Improvements:** Refer to the feasibility described in the previous section; details will become clearer as visionary work and pre-feasibility consultation commences.
- C.12 **Fortune Green Area Improvements:** Refer to the feasibility described in the previous section; details will become clearer as visionary work and pre-feasibility consultation commences.

## Appendix D: Borough-wide Scheme Descriptions

Note D.2 to D.7 are unchanged from the 2013 approved Report

- D.1 **CPZ Reviews:** A rolling programme for reviewing controlled parking zones in part or in their entirety is scheduled to be completed in 2014/15. The work includes public consultation and the implementation of any changes that arise. Once this programme is completed, there are not expected to be any further wide-spread reviews, however the continued challenges and also the review of work on housing land is expected to impact on the CPZ network. This budget will also be used to make specific changes within zones as the needs arise or a fuller review of a CPZ, but only where there is clear evidence that there is an appetite for change. Any money not used will be diverted to other projects.
- D.2 **Priority Minor Traffic Management schemes, Sustainable Transport Schemes and Minor Parking Changes:** These programmes implement minor schemes and changes that fall outside the current programme of area based schemes that are considered a priority. Given the proposed focus in the south half of the borough for area based scheme work over the next 3 years, it is likely that these programmes will focus in the north of the borough during this time.
- D.3 **Disabled Parking and Motor Cycle Parking:** Programmes to install disabled parking bays and secure motor cycle parking facilities, including installing measures to make existing motor cycle bays more secure with ground anchors.
- D.4 **Road Safety Schemes:** Dedicated road safety programme to install priority road safety improvements in areas that fall outside area based schemes where changes are expected in the near future. The work will give particular attention to improvements for safety of cyclists as well as measures to improve the effectiveness of the borough-wide 20mph limit. Given that much of the area based scheme programme is focused in the south of the borough over the next 3 years, this programme is likely to involve measures in the north of the borough.
- D.5 **ASLs and Cycle Parking:** Borough-wide programme for installing advance cycle stop lines at traffic signal and cycle parking in order to install these measures as quickly as possible without the need for an area based scheme to take place in a particular location.
- D.6 **Travel Information and Way-finding:** A significant part of this programme relates to pedestrian way-finding signage that conforms to the TfL 'Legible London' standard. Legible London is an important part of Camden's sustainable transport strategy helping people to find their way to and from destinations on foot. This in turn helps to relieve congestion on public transport, helps local businesses with passing trade and is a healthy form of exercise. Many parts of the borough are now covered by a network of Legible London signage, and work will continue to improve the signage as well as expand the areas that are covered, with particular attention given to areas around tube and rail stations. In addition to on street signage, Camden produces way-finding material with the joint objectives of improving active travel, boosting tourism, and supporting local businesses within Camden. As part of the Mayor's Cycle Vision, the Borough and TfL are working together to agree on a London wide cycle signage standard and there is likely to be additional funding to help deliver this.
- D.7 **Local Transport Fund:** This is a discretionary budget provided by TfL on top of the Corridors, Neighbourhoods and Supporting Measures LIP funding. This is held in reserve to use as a contingency fund should issues arise during the year, otherwise it

is used to increase the scope of existing schemes or take forward schemes on the reserve scheme list.

- D.8 **Healthy Streets - Delivery:** This scheme will concentrate on delivering some of the findings of the Healthy Streets study, whilst other findings will feed into the development of all future schemes. This is likely to involve road closures and measures to reduce motor vehicle usage and encourage active travel, which also includes Camden's new programme of Play Streets.

## Appendix E: Reserve Scheme Descriptions

Note E.1 to E.10 are unchanged from the 2013 approved report. Some of these are fairly small in scale as they are improvements which are required though not necessarily part of area-based schemes. This list is partly informed by the scheme request list and is not in priority order.

- E.1 **Cycle Signage Borough-wide:** The objective of this scheme is to identify gaps and improvements in Camden's cycle signage and make the necessary changes. Improving cycle signage is a key improvement regularly requested by the Camden Cycling Campaign.
- E.2 **Miller Street to Plender Street Cycle Link:** Highlighted as part of a previous cycle improvement study. The scheme could involve a new toucan crossing and improvements to Miller Street and Plender Street to improve east/west cycle permeability.
- E.3 **Parker Street Contraflow:** A cycle contraflow on Parker Street using signage only. The work could be considered as part of the Holborn ABS, or could be implemented sooner as a separate project.
- E.4 **Park Village East Contraflow:** Create a cycle contraflow on Park Village East to Parkway. This has been considered before, but it was difficult to find a safe solution. It could be revisited as it would unlock a key, potentially safe alternative northern cycle route to Camden High Street.
- E.5 **Canteloves Road / Camden Road Cycle Link:** Scheme to allow cyclists to use the eastern path that links the northern end of Canteloves Road to Camden Road as well as upgrading the crossing to allow cyclists to exit the pedestrian crossing and manoeuvre into the path link to Canteloves Road.
- E.6 **Northern East West cycle route Compayne Gardens:** Scheme to provide an east west cycle route in the north of the borough along Compayne Gardens.
- E.7 **Cartwright Gardens footway on west side:** Scheme to provide a footway on the west side of Cartwright Gardens. A University College London building development was recently granted planning permission and the requirement for Section 106 planning agreement includes £151,000 for highways improvements near to the development on Cartwright Gardens. Some of the funding could be used to help deliver this scheme, although the Section 106 still needs to be signed and the money paid to the Council for this to happen.
- E.8 **Make Bucknall Street one-way:** There are traffic problems on this street and vehicles are over-running the footways. This scheme would investigate making the street one-way.
- E.9 **Fleet Road gyratory removal and adjacent N/S corridor safety and cycling delivery:** This scheme would seek to remove the Fleet Rd/ Constantine Rd/Agincourt Rd gyratory in Gospel Oak. Feasibility for this proposal is currently planned for 2016/17, however, it is likely that work will start sooner using funding from the Mayor's Cycle Vision fund. Depending on the outcome of this feasibility work, if it is progressed, this reserve scheme is to deliver the changes. It would also seek to make wider improvements for cyclists, particularly along the north south corridor of Southampton Road and South End Road.

- E.10 **Fitzjohn's Avenue Road Safety and cycling improvements:** Following several complaints from local residents and schools regarding the speed of traffic on this road and the history of pedestrian casualties, this reserve scheme would seek to reduce traffic speeds and improve road safety, whilst at the same time providing improvements for cyclists.
- E.11 **IGP conversion to TMP:** Removal of existing illuminated "keep left" bollards (known as Illuminated Guard Posts - IGPs) and replacing them with solar/reflective bollards known as TMPs. This reduces ongoing electricity consumption and maintenance costs whilst improving the public realm and ensuring a consistent use of materials across the borough.
- E.12 **Camley Street Tunnel:** This scheme proposes to improve the existing lighting to a higher standard whilst also saving carbon and reducing future maintenance and energy costs. Minor footway/public realm improvements will also be considered as part of this scheme.
- E.13 **Zebra Crossing Safety Improvements:** Provision of new crossings and raising existing crossings to reduce speeds and improve safety.
- E.14 **"Parklets" in parking bays:** The objective of this scheme is to identify parking bays, including redundant car club bays which could be converted into miniature green public spaces referred to as "Parklets".
- E.15 **Widening footway to incorporate existing parking and loading bays:** Raising parking and loading bays to the same level as the footway in order to provide space for pedestrians when bays are not in use.
- E.16 **Cycle Lane widening and "lite" segregation:** Widening existing narrow cycle lanes and providing lite segregation where possible.
- E.17 **Brunswick Square:** Improve layout of existing roundabout and carriageway in order to provide a safer environment for pedestrians and cyclists.
- E.18 **Mabledon Place approach to Euston Road:** Improvements to the existing cycle access to and from this junction, possibly reducing traffic lanes to one to allow wide feeder lane and better contraflow facility.
- E.19 **Borough wide – improving safety at junctions:** Introducing double yellow lines and double blips around junctions to restrict parking and loading, and keep junctions clear to improve visibility and safety for all road users.

## Appendix F Smarter Travel Scheme Descriptions

Note these descriptions are unchanged from the 2013 approved Report

- F.1 **Cycle instruction:** The cycle instruction programme aims to give children and adults the skills and confidence they needed to take up cycling, and to ride safely and responsibly in central London, in particular with regards to riding around larger vehicles, and maintaining a high standard of instruction relevant to London. Following on from customer research carried out in 2011, in partnership with students of St Martins College of Art and Design, Camden's 'cycle training' service was rebranded to 'urban cycling skills' in April 2012, and introduced an element of on-going engagement with trainees, to encourage them to continue cycling and encourage behaviour change (e.g. through social media, competitions and bike rides). In addition to training cyclists, Camden continues to provide cycle awareness training sessions for drivers of large vehicles (Safe Urban Driving Courses).
- F.2 **Sustainable school travel programme:** This programme involves working with schools to develop travel plans with targets that include modal shift towards sustainable travel, and to engage children with national campaigns throughout the year that support the targets within the plan. School travel plans also act as a way of highlighting the road safety concerns of the schools and these are taken forward as priority minor road safety or sustainable transport schemes or as part of area based schemes where they align.
- F.3 **Road safety workshops and dramas:** Camden carries out a number of road safety workshops and dramas targeted at children and young people, who are most vulnerable from injury and death as a result of traffic collisions. The workshops focus on the risks taken by particular age-groups such as distraction on the road, or drink-driving and scooters, encouraging them to act safer and to reduce risk taking behaviour.
- F.4 **Vulnerable groups, inequality and social inclusion:** This programme involves workshops, education and awareness campaigns targeted at vulnerable transport user groups, such as women and the elderly. In addition, it aims to reduce inequality and make transport (including public transport, walking and cycling) more inclusive of all members of society.
- F.5 **Borough events:** A programme of community and business based events in the borough throughout the year to promote active travel, road safety and borough initiatives such as Urban Cycling Skills instruction. Camden participates in national campaigns such as Walk to Work week, international Car Free day, and Bike Week. As well as holding Camden run events, officers and members also attend events of other authorities, such as neighbouring boroughs, to share knowledge and promote the work of Camden.
- F.6 **Social media:** A dedicated programme making use of social media for awareness and promotion campaigns. This programme is highly effective at promoting Camden's smarter travel work, particularly around cycling, using tools such as Pinterest (an online scrap book for people's interests), Twitter, Facebook and YouTube, which was recently used for cycle skills promotional video.
- F.7 **Area based smarter travel:** Camden aims to promote walking and cycling in areas where engineering measures have been undertaken. This uses the engineering improvements to catalyse levels of walking and cycling (nudge theory). Camden has been working to deliver improvements in Fitzrovia and encourage more walking and

cycling, using green champions. This on-going programme will target work at selected future area based schemes.

- F.8 **Workplace travel planning:** This involves working closely with businesses to encourage them to think about how people (staff, visitors, deliveries etc) will travel to and from their workplace and how these trips can be made more sustainable. The plans involve setting ambitious targets to encourage modal shift, and encouraging businesses to implement facilities and initiatives such as cycle loan schemes, cycle parking and showers. In addition to requiring planning applications or a certain scale or impact to complete a travel plan, Camden now takes a fee up front from businesses, in order to monitor their targets regularly over 5 years to ensure that they follow through on delivering their targets, and revising them for more ambitious targets if necessary.



## Appendix G: Major Scheme Descriptions

Note these descriptions are unchanged from the 2013 approved Report.

- G.1 **West End Project:** The West End project is currently under development and design and includes a number of public realm and transport improvements that will help to transform the area of the West End that lies within Camden, including Tottenham Court Road, Gower Street, Euston Circus, St Giles Circus and Princes Circus. The project is a set of interlocking proposals that would enable the significant upgrade of a series of public spaces. This includes a rearrangement of traffic movements that would allow for the creation of new places at sites which are currently traffic dominated and less than pleasant arrival points into a 'World City'. Subject to positive development and funding, implementation is expected to start in 2015.
- G.2 **Cobden Junction Project:** Improvements to the junction by Mornington Crescent Station, also known as Cobden Junction. This area is the joint responsibility of TfL and Camden Council. Key objectives of the project are to improve the existing public space (currently in the middle of the street) and pavements, to provide better crossings for pedestrians, as well as new trees and benches, and to make the area better for cyclists. The existing public space includes the Cobden statue and the Prisoner of War memorial, which will need to be relocated, and is surrounded by busy traffic lanes. Implementation is expected to start towards the end of 2014.
- G.3 **Holborn Improvement Project:** Camden has prioritised Holborn as the next Major Scheme project to be submitted for funding under TfL's Major Scheme programme. It is likely that the Step 1 bid will be submitted towards the end of 2015, so that, if successful, it is ready to progress as soon as the West End project is completed. This project is a priority for In Midtown and officers have been discussing possible changes with them. The scheme would also link to any possible future changes to the Holborn Underground station. Money may be secured from the Mayor's Cycle fund to help progress this scheme, although it would be unlikely to cover the cost of all the changes a truly transformational scheme could achieve, therefore, it is likely that bids for major scheme funding in this area would still be pursued in the future.

## Appendix H: Maintenance descriptions

Note H.1 to H.10 are unchanged from the 2013 approved Report

- H.1 **Carriageway and Footway Works:** Resurfacing or overlaying existing carriageways to maintain in good condition, typically covering areas in excess of approximately 2000 square metres, and replacing or relaying existing footway material including kerbs, as necessary, to maintain in good condition, typically covering areas in excess of approximately 200 square metres.
- H.2 **Column replacement and Street Lighting:** Maintenance of street lighting to replace deteriorated columns and lamps as well as upgrade the equipment to make it more resilient and efficient.
- H.3 **Street Clutter Reduction:** Identifying and removing or consolidating unnecessary concrete/metal bollards and signposts to improve pedestrian flow and aesthetically improve the appearance of roads.
- H.4 **Tree Pits:** Relaying paving or black asphalt on the footway around tree pits where damage has resulted from the growth of tree roots.
- H.5 **Street nameplates:** Replace missing or deteriorated street nameplates.
- H.6 **White Light Extension:** A programme for replacing existing tinted street lights for lamps that emit white light, in selected locations, to improve driver and pedestrian visibility, which in turn improves road safety.
- H.7 **Drainage:** Maintenance and improvements to surface water drainage on the public highway.
- H.8 **Pedestrian Disabled Facilities:** Identify and implement drop kerbs, tactile paving and minor level changes of footways and carriageways to improve disabled access/movement on the highway.
- H.9 **Minor Footway and Carriageway Surfacing:** Replacing or relaying small sections of footway material including kerbs as necessary to maintain in good condition, typically covering areas up to approximately 200 square metres, and resurfacing or overlaying small sections of existing carriageways to maintain in good condition, typically covering areas up to approximately 2000 square metres.
- H.10 **Planned Improvements Public Realm:** Changes in materials and levels to improve the aesthetics of the street environment as well as its resilience to reduce maintenance costs over time.
- H.11 **Principal Road Network renewal:** TfL (LIP) funding to maintain the Principal Road Network (PRN) based on condition surveys. The roads identified for each of the three years are: Kilburn High Road (2015/16), York Way (2016/17) and Albany Street (2017/18).
- H.12 **PRN reserve:** Additional PRN reserve schemes are identified and taken forward as funding from TfL becomes available. Delancey Street has been identified as the reserve scheme. If this scheme receives funding in the future a new reserve scheme will be identified based on the most recent condition surveys at that time.

H.13 **Bridge Maintenance:** Funding for bridges is allocated by the London Bridge Engineering Group (LoBEG) prioritisation system for structures across London and is commensurate with the condition of proposed bridges within the borough areas. The amounts shown in table A.13 is based on Camden's own priorities, which are shown in more detail in table H.1, below.

**Table H.1: Bridge Maintenance Programme**

Scheme	2014/15	2015/16	2016/17	2017/18
<b>Lawford's Bridge</b> - Strengthening the East footway Beam. Replacing the existing substandard brick parapets with a construction that meets current vehicle incursion regulations.		£50k (design and consultation)	£400k (implementation)	
<b>Gray's Inn Bridge</b> – Grit blast and recoat the steelwork to the bridge deck. Apply new waterproofing to the concrete over.	£15k (load assessment)	£20k (design and consultation)	£300k (implementation)	
<b>Water Meeting Bridge</b> – Replacing ornamental substandard iron parapet railings with a suitable construction to meet current vehicle incursion regulations.	£20k (load assessment)			
<b>Southend Road Bridge</b> – Load assessment to determine bridge's capacity under current conditions.				£50k (load assessment)
<b>Agar Road Network Rail Bridge</b> – To refurbish deck and replace waterproofing.				£50k (design and consultation)
<b>Total:</b>	<b>£35k</b>	<b>£70k</b>	<b>£700k</b>	<b>£100k</b>