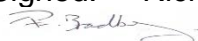


LONDON BOROUGH OF CAMDEN	WARDS: All
REPORT TITLE Camden Transport Strategy: Review of Progress since 2019 and Proposed Three Year Programme 2022/23 to 2024/25 (SC/2022/34)	
REPORT OF Cabinet Member for a Sustainable Camden	
FOR SUBMISSION TO Cabinet	DATE 14 December 2022
STRATEGIC CONTEXT	
<p>We Make Camden is our joint vision for the borough, developed in partnership with our community. The Camden Transport Strategy (CTS) links to several key themes in We Make Camden. By tackling climate change, pollution and road danger, and encouraging active travel, the programme supports health and well-being, so that our communities can live and age well. The programme is fully aligned with helping to create a green, clean, accessible borough so that, by 2030, Camden's estates and their neighbourhoods are healthy and sustainable places. The Way We Work is the Council's response to We Make Camden. Extensive consultation was undertaken on the CTS in 2018/19, and engagement work has been undertaken as part of the development of the Delivery Plan for 2022/23 to 2024/25. Our approach to scheme by scheme consultation is also shown.</p>	
SUMMARY OF REPORT	
<p>Transport plays an integral part in the lives of Camden residents and those who visit, work and study in the Borough. Creating healthier, greener, safer streets and travel can improve our public realm, support business and enterprise, help make our Borough more resilient to the climate emergency, improve air quality and public health outcomes. Since the CTS was adopted (2019) we've delivered multiple, transformational "Healthy Street" changes across the Borough that support those outcomes. This includes the substantial completion of the £35m West End Project, over 16km of new segregated cycle lanes, rolling out Safe & Healthy Streets (through-traffic restriction) measures to several neighbourhoods, rapid delivery of our Healthy School Street programme, new and extended bus lanes, and expansion of secure cycle parking and electric vehicle charging points. We've rolled out hire bikes and e-scooters, cycle training and schools-based road safety schemes. We're currently ranked 4th amongst all London Boroughs by the independent "Healthy Streets Scorecard" assessment.</p> <p>This report summarises progress so far, and details of the CTS Delivery Plan 2022/23-2024/25, with proposals to continue to deliver at pace to achieve our strategic objectives. It also includes proposals for allocations of TfL "Local Implementation Plan" (LIP) funding for Camden for 23/24 and 24/25 (a part of the wider Delivery Plan) to be submitted to TfL.</p> <p>Local Government Act 1972 – Access to Information</p> <p>The following document(s) have been used in the preparation of this report:</p> <ul style="list-style-type: none"> Guidance on developing borough Healthy Streets delivery plans 23/24- 24/25 (TfL) <p>Contact Officer: Sam Margolis, Strategic Lead Transport Planning, Transport Strategy Service, 5 Pancras Square, N1C 4AG, 020 7974 6934, sam.margolis@camden.gov.uk</p>	
RECOMMENDATIONS	
<p>That Cabinet:</p> <p>(i) notes progress in delivering the CTS since April 2019, and the previously approved in-year Delivery Plan programme (2022/23)</p> <p>(ii) approves the proposed strategic CTS Delivery Plan for 2023/24 and 2024/25 subject to scheme-by-scheme decision, consultation & equality considerations, and funding; &</p> <p>(iii) approves the proposed "LIP" submission to TfL for 2023/24 and 2024/25</p>	

Signed: Richard Bradbury, Director of Environment & Sustainability



Date: 28th November 2022

1. CONTEXT AND BACKGROUND

(i) *The Camden Transport Strategy (CTS) & related outcomes*

- 1.1. In 2019, following a successful consultation, the Council approved and adopted the Camden Transport Strategy ([CTS](#)) for the period to 2041. The CTS aligns with, and supports, the [Mayor's Transport Strategy](#) (MTS), and forms the basis of our Local Implementation Plan (LIP) funding submissions to TfL. The CTS vision is to transform mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. By 2041, 93% of all trips by residents in Camden are targeted to be made on foot, by cycle or using public transport – up from 84% today.
- 1.2. The CTS plays an important role in both transport and related outcomes, including:
- Supporting our **We Make Camden Mission** that by 2030 our Estates and their neighbourhoods will be healthy, sustainable and unlock creativity. We're creating safer, healthier streets in and around our Estates that enable walking, cycling and the use of public transport, and in doing so supporting work being carried out on our Estates such as the roll-out of secure cycle parking facilities.
 - Supporting our residents and visitors to the Borough during the **cost of living crisis** – walking and cycling, especially are the cheapest forms of transport. Walking rates are on the up, now accounting for almost 50% of all of Camden residents' trips. High quality active and sustainable travel options can prove beneficial in helping our communities access jobs, services and leisure facilities.
 - Making our streets and places **more inclusive** – by removing or reducing the dominance of motor vehicles, creating new and expanded areas of public realm (including entirely new, award-winning public spaces created as part of the West End Project), activating frontages, upgrading our footways and pedestrian infrastructure to enable more walking, and creating safe space for cycling that encourages different ages and abilities. In doing so we can create streets that support our ambitions to improve **diversity in the public realm** and **women's safety**.
 - Supporting **"Net Zero" and our Clean Air Action Plan** – the Council has an ambition to make Camden net carbon zero by 2030, and to substantially improve local air quality. Transport plays a key role in supporting that aim – by creating safer, more inviting streets for more walking and cycling and sustainable public transport that reduce inessential car trips, adding **new urban greening** to our street improvements, the rapid delivery of electric vehicle charging points (EVCPs) and other policies (such as parking charges) that encourage a switch to less polluting vehicles. Our most up to date data suggests we're on track: Nitrogen Dioxide and carbon emissions from road transport have substantially decreased in Camden in recent years
 - Delivering **"Vision Zero"** – our aim to eliminate all Killed and Seriously Injured (KSI) casualties in Camden by 2041. Through delivering safer infrastructure and supporting road safety/training campaigns, we're currently on target to achieve that aim.
 - Supporting businesses by reducing the **impacts of congestion, and creating more attractive places for people to visit**. Since the first CTS was adopted back in 2011, motor traffic volumes at our "Screenline" count points have reduced by over 25%. By enabling those who can to walk, cycle or use public

transport, we can also free up space on our streets for those with an **essential need** for a motor vehicle (such as Blue Badge holders). We now have over 20 “Streateries” on our streets supporting the hospitality sector, alongside substantial public realm upgrades to many of our high streets/commercial centres.

- Contributing to improved **public health outcomes**. Walking and cycling are the healthiest modes of travel, with both physical and mental health benefits, and contributing in doing so to reducing health inequalities. Similarly the programme helps tackle other inequalities, for example by using **indicators of multiple deprivation** as an important criteria in prioritising our locations for transport investments.

(ii) *What has been delivered since 2019?*

- 1.3. The first three years of the CTS (2019/20 to 2021/22) have now been completed. Detailed information on all the schemes delivered/progress in that period is in Chapter 2 of Appendix A (and accompanying Annexes). The rapid pace of delivery in that period is summarised in Table 1, below:

Table 1: Scheme Outputs: all years to end of 2019 v 2020 & 2021 combined

Scheme type	Outputs (all years to end 2019)	Outputs (2020 and 2021 only)
Segregated cycle lanes	8km	16km
Cycle hangars	74 units	96 units
Healthy School Streets	3	24
Electric Vehicle charge points	142 units	175 units
Through-traffic restrictions	84	28
Cycle permeability	64	34
Continuous footways	Fewer than 10	17
Major junction upgrades	Unknown	26
New street trees	Unknown	46
Dockless bike hire/e-scooter bays	0	190
Streateries	0	19

- 1.4. The period has also seen the substantial completion of the transformational [West End Project](#), including a timed bus and cycle corridor on Tottenham Court Road, award-winning new and improved public spaces and urban greening, and segregated cycle tracks on Gower Street. The scheme has delivered multiple benefits in terms of traffic reductions, improved air quality and other metrics arising from the extensive [WEP monitoring report](#).
- 1.5. We’ve also introducing new forms of shared “micro-mobility” options for residents and visitors to the Borough, with the roll out of hire bike and [hire e-scooter trials](#). And we’ve continued to deliver a programme of road

safety/education activities, including providing cycle training for over 3,000 adults/children in the last 3 years.

(iii) *What has been the impact of this work so far?*

- 1.6. A good way of assessing the overall performance of our Healthy Streets and Healthy Travel schemes is via the independently-assessed "[Healthy Streets Scorecard](#)". Camden is currently the fourth-ranked Borough in the overall metrics under this assessment (behind the City, Islington and Hackney).
- 1.7. We've made particularly strong progress in areas proposed by our **Citizens Assembly on the climate emergency**. A key recommendation was to create more segregated cycle lanes: with almost 9% of our Borough roads now having protected cycleways, we score second highest on this metric of all inner London Boroughs (behind City of London). The Citizens Assembly also called for more car-free zones or days; we've increased the proportion of our streets covered by through-traffic restrictions from 12% to 20%, and with around 29% of our schools covered by Healthy School Streets timed motor vehicle restrictions, we're ranked third amongst all inner London Boroughs on this metric.
- 1.8. [Comprehensive monitoring data](#) indicates that a number of these schemes have had a positive impact in increasing walking and cycling levels, reducing motor vehicle trips, improving air quality, contributing to public health outcomes and so on, and in doing so helping to deliver our CTS objectives and targets. Examples include (and see Appendix A for more details) a 70% increase in (eastbound) cycle flows on Prince of Wales Road following the introduction of the eastbound cycle lane, alongside reductions in traffic volumes and Nitrogen Dioxide levels. Borough-wide, all road traffic casualties (including KSIs and "slights") are down by 30%, and car ownership is reducing: the number of motor vehicles owned in the Borough has decreased from nearly 50,000 (2016) to just over 40,000 (latest data, 2020)
- 1.9. As noted above, the programme has also afforded the opportunity, in making Healthy Street changes, to contribute significantly towards upgrading our **places** and **public realm** across many parts of the Borough. Whilst the WEP is the most notable example, each and every scheme contributes where possible. Examples include:
 - The **Queen's Crescent Safe & Healthy Streets** scheme – delivering a pedestrian and cycle zone on Queen's Crescent as part of wider through-traffic reduction measures has enabled a largely traffic free space to be created which is now undergoing a £2m public realm upgrade
 - At all feasible through-traffic restriction locations we're upgrading the public realm, creating more space for pedestrians and new urban greening. A good example is shown at **Savernake Road** in Figure 1, overleaf.
 - Our **Streateries** programme is creating new spaces for people to sit and eat/drink across the Borough. A good example is on Warren Street, where an entirely new public space has been created alongside the Stretery by closing the road to motor vehicles.

Figure 1: New public realm delivered through Healthy Street schemes



Savernake Road (final scheme)



Queen's Crescent traffic-free area (trial scheme)

1.10. However, data also shows we are falling behind on some of our targets (Appendix A). This includes our target for overall sustainable travel mode share (walking, cycling and public transport) which has dropped by 1%. For road safety, whilst the overall data is positive, KSIs for cyclists and pedestrians does show an uptick (potentially related to evidence of increased volumes of pedestrians/cyclists on key routes).

1.11. There is still much work to be done to meet both our transport programme, and wider climate, air quality, place-shaping and public health aspirations that can be delivered through healthy streets and travel programmes.

(iv) *Developing the 3-year delivery programme – our approach*

1.12. Given the contexts above, the 2022/23 to 2024/25 CTS Delivery Plan programme has been developed based around multiple prioritisation criteria. More details can be found in Appendix A, and is summarised below.

- **Area-wide Healthy Streets prioritisation:** To ensure limited funding is invested where it is most needed, a multi-criteria assessment (MCA) methodology linked to our targets (using indicators such as air quality, collisions, propensity to walk and cycle and levels of deprivation), is used to prioritise area-wide Safe & Healthy Street schemes.
- **Road Safety prioritisation:** updated, detailed casualty data informs the methodology for prioritising our road safety locations to help deliver Vision Zero.
- **Climate change and resilience:** using flooding and heat mapping, as well as areas with green space deficiency, to identify where the Healthy Streets programme can provide mitigations with new urban greening, sustainable urban drainage systems and so on
- **Delivery of the previous three-year programme (in flight schemes):** The new Delivery Plan continues to progress schemes already underway as 'in flight' (trial) schemes started in 2020-22.
- **Stakeholder engagement:** feedback and ideas for schemes has been sought using our Commonplace platforms on both potential new schemes (to help inform the programme) and feedback on existing schemes (see section 5).

- **Others:** schemes have also been developed in line with our **Strategic Cycle Network** priorities, and methodologies we have established to prioritise the next phases of **Healthy School Streets** and **Controlled Parking Zones**.

- 1.13. **Funding availability** is a major consideration, and has been factored into, the proposed new three-year programme. Around 80% of annual funding for the transport programme in Camden is typically sourced from various TfL funds, which are now much reduced (see later sections). The proposed programme takes this into account and prioritises schemes where funding has already been secured such as Camden’s successful bid to the Greater London Authority (GLA) for a Future Neighbourhoods project in Somers Town and road safety funding associated with High Speed 2 in the Regent’s Park area. Other funding options are explored in Chapter 3 of Appendix A.
- 1.14. In addition the Council has contributed significantly to the programme; £2m of “active travel” capital funding was provided during the pandemic, with a further £3.5m for 2022/23 of Council capital funding to deliver the in-year Healthy Streets programme. Further funding, from multiple sources, will be required to bridge the circa annual £7m gap between current/projected funding sources (of around £6m per annum) and the total volumes of funding required to deliver each year’s programme (estimated at £13m). Officer resources available to plan, design and implement the various schemes are also key considerations.
- 1.15. The Council’s current ambitions for capital investment across all services considerably outstrip the funding available and therefore there is no guarantee it will be able to bridge the funding gap itself if other sources are not available. The mitigations to address this risk are set out in Section 4 below.

2. PROPOSAL AND REASONS

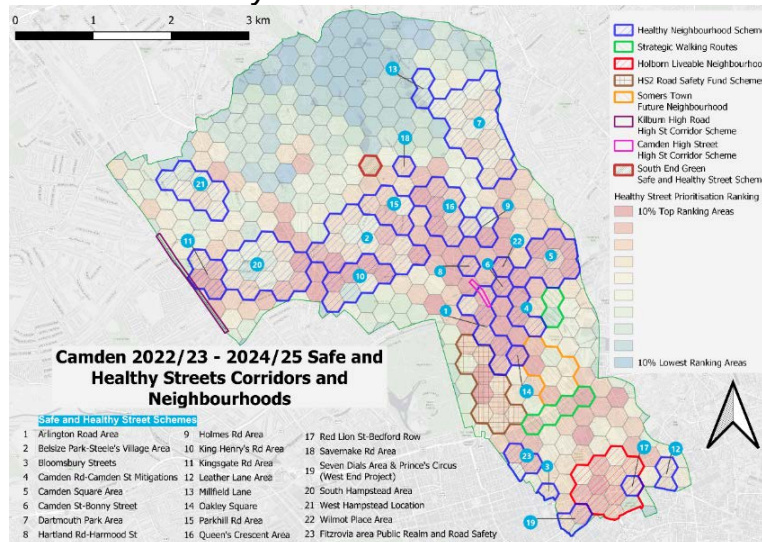
(i) The new Delivery Plan – what is being proposed?

- 2.1. In alignment with the above prioritisation considerations, this report sets out the transport Delivery Plan for (the remainder of, and previously approved) 2022/23 financial year and (proposed for) 2023/24 and 2024/25 financial years (see Appendix B). The Plan contains our suite of Safe & Healthy Streets “infrastructure” and “complementary measures/behaviour change” programmes. Whilst the report sets out the strategic Delivery Plan proposals for the above financial years, the progression of each Safe & Healthy Streets (and other relevant, complementary) schemes are subject to separate consultation and decision-making processes, equalities considerations and funding availability, as set out in the sections below.
- 2.2. The Plan also incorporates the next LIP Programme of Investment for the elements of the programme funded by TfL (see Appendix C). The first year of the LIP funded programme (Year 1 – 2022/23) was previously submitted and approved by TfL following prior approval from the Cabinet Member for a Sustainable Camden (see [here](#)). TfL has recently announced much reduced (50% less than pre-pandemic) LIP funding settlements for each Borough. Appendix C provides an updated programme to reflect this reduced funding level for Year 1 (2022/23), as well as the proposed LIP programmes for Years 2 (2023/24) and 3 (2024/25).

2.3. The full 3 year plan shown in Appendix B would enable continued, rapid delivery of our Healthy Streets schemes and supporting initiatives. Specifically, the Plan would deliver, by 2025:

- the start of a transformation of the **Holborn and surrounding area** through an extensive “Liveable Neighbourhood” scheme, with new areas of public realm, significant road safety improvements for pedestrians and cyclists, and protecting bus journey times;
- a trial **traffic-free scheme on Camden High Street (north)** that transforms this part of Camden Town for the millions of visitors each year;
- significant public realm and transport upgrades to **Kilburn High Road**, with a particular focus on improving road safety for pedestrians and cyclists;
- a focussed set of road safety and Healthy Streets interventions in the **Somers Town and Regent’s Park areas**, delivering new urban greening and enhanced public spaces alongside walking and cycling upgrades
- a significant roll-out of our **neighbourhood-based Safe & Healthy Streets** schemes, delivering through-traffic reduction and other Healthy Streets measures. This will include consulting on entirely new schemes, for example in the Dartmouth Park and South Hampstead areas, and the making permanent of (previously approved) trial to permanent schemes, including in the Queen’s Crescent area. Completing the proposed interventions in the Delivery Plan to 2025 will increase the proportion of the Borough’s streets covered by through-traffic reduction measures from 20% to circa 1/3rd. A plan showing a number of these schemes (and those above) is included in Figure 2 below.

Figure 2: Safe and Healthy Street schemes 2022-2025



- a substantial extension to the **Camden cycle network**, including (i) adding another circa 13km of entirely new segregated cycle tracks, including extending the network further north (towards Highgate/Hampstead) and west, (ii) upgrades to (previously approved) trial to permanent protected cycleway schemes, that still require construction of final arrangements, (iii) upgrades to multiple routes on quieter streets as part of the “secondary” network and (iv) delivery of a major east-west “[Cross Camden Cycleway](#)” connecting multiple

high profile trip attractors in the central part of the Borough. The total segregated cycle network by 2025 under these plans would be around 40km;

- new and extended **bus lanes** and other **bus priority measures**, such as removing parking which impacts on bus journey times;
- **road safety improvements**, especially for vulnerable road users, **at multiple junctions across the Borough** – delivered both as part of cycling/bus “corridor” schemes and as bespoke interventions;
- the roll-out of our **Healthy School Street scheme to every feasible location** in the Borough by 2025, and other road safety improvements where a timed traffic restriction is not possible;
- hundreds more **Electric Vehicle Charge Points (EVCPs)** and secure **cycle hangars**;
- substantial opportunities for new **urban greening** – street trees, Sustainable Urban Drainage systems, parklets etc – as part of multiple Healthy Street schemes
- the **completion of our Borough-wide “Safer Junctions” programme** to improve pedestrian safety and comfort at side-road junctions, as well as multiple other pedestrian improvements including new zebra crossings, continuous footways and wayfinding measures;
- the continued, Borough-wide roll out of **complementary measures** including green micro-mobility hubs (including e-scooter, cycle hire and car clubs), our cycle training and School Travel Planning/road safety programmes, and cargo bike initiatives;
- a package of supporting **parking management** programmes including multiple CPZ hours of control reviews, and the potential for a Workplace Parking Levy; and
- the continued roll out and development of our **Streeteries programme** to support the hospitality sector.

2.4. The schemes contained in the Delivery Plan for 22/23 to 24/25 all score highly when assessed against the criteria set out in Section 1. Locations/schemes not on the current Plan may come forward in the following 3-year programme (2025/26 to 2027/28) in due course.

2.5. The Delivery Plan focuses on the changes we can make to our streets, and travel patterns, to deliver the CTS and wider strategic goals. The CTS also contains other policies and measures which will also continue to be delivered, but are outside of this programme, such as lobbying for public transport improvements including step-free access to more of our Tube/rail stations.

2.6. We will also continue to lobby for upgrades to the road network managed by TfL in the Borough – the “TLRN” – including locations such as **Euston Road and the King’s Cross gyratory** which require significant and rapid upgrades that enable safer walking and cycling, improved bus journey times and an enhancement of the public realm on those streets that will be of benefit not just to Camden but London as a whole.

(ii) Why are we proposing this programme?

2.7. The proposed Delivery Plan comprises a comprehensive package of measures that fully aligns with, and will help deliver, our CTS objectives. It builds on the

Council's rapid response to the COVID-19 pandemic to make our streets safer and healthier, and continues to respond to the challenges of the climate crisis (as set out in the Climate Action Plan) and improving and upgrading our public realm.

- 2.8. Additionally, the proposed programme aims to address the significant health impacts of traffic such as poor air quality and road danger, and to create safe streets that support healthy lifestyles through enabling active travel (walking and cycling). The Delivery Plan interventions are considered important to continue on our path towards zero road casualty KSIs by 2041. It is anticipated that the proposed Plan will play a key role in supporting the health and well-being of our communities and help to create sustainable and healthy estates and neighbourhoods in line with We Make Camden ambitions.
- 2.9. By prioritising walking, cycling and public transport, the Delivery Plan focuses on low-cost travel alternatives which is an essential consideration during this time of the cost of living crisis, particularly for our more deprived communities.
- 2.10. Delivering the proposed plan would provide potential benefits for residents and visitors, including improved access to safe, high quality cycle infrastructure, an increase in the proportion of our residential areas covered by low traffic Safe and Healthy Streets schemes, and all schools that are feasible having a Healthy School Street restriction. In delivering these schemes more of our residents and visitors can benefit from less pollution, enhanced opportunities to walk and cycle, and safer and more climate-resilient streets.
- 2.11. The Delivery Plan strongly aligns with the MTS. This is an important consideration with regards to the TfL LIP funded elements of the programme (Appendix C) which require TfL approval.

3. OPTIONS APPRAISAL

- 3.1 There are three options available to Cabinet:

Option 1: note the 2022/23 programme and approve the proposed Delivery Plan for 2023/24 and 2024/25. This is the recommended option. Details of this option and the reasons as to why it is considered appropriate are set out in Section 2 of the report and the Appendices.

Option 2: revise the Delivery Plan for 2023/24 and 2024/25 to include only those schemes and measures that have guaranteed funding. This option would include only those schemes that are fully funded from known external sources such as proposals in the Euston area funded by the HS2 Road Safety Fund, and by the GLA in Somers Town, and the "LIP". It would exclude all proposed schemes where funding is not yet fully secured.

Option 3: Do nothing

- 3.2 Option 1 is recommended: this option meets the Council's statutory duties to submit a new LIP Programme of Investment to TfL for 23/24 & 24/25, is based

on evidence collected to date and aligns with MTS, CTS and wider Council policies, and helps to deliver We Make Camden ambitions.

- 3.3 Option 2 is not considered appropriate as the current known, fully funded elements of the programme will be insufficient to meet our aspirations over the period to March 2025. An ambitious set of schemes (albeit some of which are not yet fully funded) may also help attract further funding from various sources (see Appendix A) to contribute to the programme.
- 3.4 Option 3 is not considered viable as the proposed programme also encompasses the Council's submission to TfL for LIP funding, which is a statutory requirement. Having no plans in place would also mean no further schemes delivered beyond current measures in progress, and therefore the CTS objectives would not continue to be delivered against. This option is not recommended.

4. WHAT ARE THE KEY IMPACTS / RISKS? HOW WILL THEY BE ADDRESSED?

- 4.1. The overall impacts of the proposed programme are expected to be positive, particularly on reducing health inequalities as a result of increased physical activity (active travel), improved air quality and road safety, increased opportunities for accessing jobs and supporting sustainable growth in Camden. A comprehensive [Equalities Impact Assessment](#) was carried out on the CTS for 2019-2041.
- 4.2. Nevertheless, there are risks to delivery, especially financial uncertainty, and particularly the significant cuts in TfL funding for (all) Boroughs. Alternative future funding sources to mitigate this risk are summarised in Appendix A. If these alternatives are not available and the Council is unable to make up the funding gap from its own resources, schemes will be value engineered where possible, programmes of work will be phased so that elements of schemes where funding is available are delivered at those times, or as a last resort, schemes may have to be reprofiled to the next Delivery Plan period from 2025/26 onwards. Bringing forward accurately budgeted projects only when they are ready to be delivered will also help to make best use of the available funding.
- 4.3. A further risk is potential impacts on some car owners/users due to elements of the programme which restrict through-traffic and reduce parking availability in order to create safer, healthier streets. However, almost 70% of households in Camden do not have access to a car, and TfL data notes that nearly 80% of all residents' car journeys could be switched to active, healthier, sustainable travel. Over 8 in 10 resident trips are already made by public transport, walking and cycling.
- 4.4. Where such risks exist, appropriate mitigations are explored, including through Equalities Impact Assessments on all relevant schemes to assess the impacts on protected groups. On many of the larger schemes Accessibility Audits are also undertaken to identify priority improvements to the road network for disabled people, to be delivered alongside other interventions. Comprehensive

scheme monitoring, scheme engagement/consultation, Road Safety Audits and Healthy Streets checks are all further ways of understanding the impacts of each scheme and mitigations/further measures that may be required.

5. CONSULTATION/ENGAGEMENT

- 5.1. As part of the development of the CTS in 2018, engagement was undertaken with a wide range of stakeholders through workshops, meetings and a full public consultation, which demonstrated strong support for the CTS objectives. Those objectives (and resultant policies/measures) continue to be worked to in this, the next three-year programme. The CTS consultation also showed support for specific policies and measures such as rolling out a network of electric vehicle charging points (EVCPs), segregated cycle lanes and measures outlined in the Road Safety Action Plan which are similarly considered as part of the new three-year programme.
- 5.2 Further engagement on the CTS progress/programme has also been undertaken. This included a public workshop in February 2022 to update attendees on what had been delivered over the first three- year programme and to seek participants' views on how the Council could better engage and work with stakeholders to deliver the next three-year delivery programme. Stakeholders' feedback included that the programme should address through-traffic in a way which recognises local access needs, to improve communications on each scheme, and work in more joined up ways to address the climate emergency.
- 5.3 In June 2020 a [Commonplace site](#) was set up to enable stakeholders to identify where they would like to see new Safe Travel schemes implemented (and more recently via [this new page](#)); this, and other requests, and the points noted above, have also been factored where possible into the programme.
- 5.4 The proposed delivery plan was also considered at the [Culture and Environment Scrutiny Committee](#) on 10th November 2022. The Committees' comments are incorporated in this report. In summary, members were positive about progress of the previous 3 year programme, particularly delivery of the cycle network and dedication of parking spaces to electric charging. Issues raised mainly related to localised matters as opposed to the strategic direction of the proposed delivery plan. Further details are contained in Appendix A.
- 5.5 The Council also undertakes consultations and engagement activities on each relevant scheme. Following concerns raised during the pandemic, a review and updated approach to scheme by scheme engagement and consultation was previously approved by [Cabinet in November 2021](#), and this approach has been adopted since that time on all relevant schemes. As part of this approach, we also continually seek feedback on trial schemes (once operational) through the Council's on-line [Commonplace platform](#) and SafeTravel email inbox. Each of the Safe & Healthy Streets infrastructure schemes in this Delivery Plan for 2022/23 to 2024/25 will have its own consultation/engagement and decision-making processes in line with the Cabinet report noted above.

6. LEGAL IMPLICATIONS

- 6.1. There are no significant risks associated with the recommendations but the Cabinet should give consideration to the following when making their decision.
- 6.2 The Cabinet must take into account in coming to any decision the Council's equality duties. In summary these legal obligations require the Council, when exercising its functions, to have 'due regard' to the need to:
- eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act;
 - to advance equality of opportunity between people who share a relevant protected characteristic and those who do not;
 - foster good relations between people who share a relevant protected characteristic and those who do not (which involves tackling prejudice and promoting understanding).

7. RESOURCE IMPLICATIONS

CTS Delivery Plan 2023/24 and 2024/25

- 7.1 This report seeks approval for officers to progress a programme of Healthy Streets and related initiatives for the two-year period 2023/24 to 2024/25, and to note the current (previously approved) in-year programme. As set out previously, the high level estimated cost of that programme is circa £13m per year, funded through multiple sources set out in Appendix A.
- 7.2 As noted in para 1.14 above, only c.£6m of the £13m annual cost is funded. Most of the potential funding sources set out in Appendix A are public sector and are therefore subject to pressures on public finances outlined in the government's Autumn Statement delivered on 17th November. Locally raised funding from CIL and s106 is dependent on the level of development in the borough which is in turn affected by wider economic conditions.
- 7.3 If the funding sources in Appendix A are not available, some funding may be available from the Council's own resources. However the Council's ambitions for capital investment currently considerably outstrip the funding available, of which borrowing is an important source. The interest rate at which the Council is able to borrow has increased considerably in recent months, which puts pressure on revenue budgets and therefore on the size of the capital programme. The projects within CTS Delivery Plan will need to be considered alongside other potential capital projects when prioritising the limited funding available and so there is a considerable risk that it cannot be funded in its entirety. Mitigations to address this risk are set out in section 4 above.
- 7.4 When Delivery Plan projects secure funding, have been costed and profiled and are ready to begin, they will be added to the Capital Programme. In the event of project underspends or slippage, unused budgets from the Council's own resources cannot be retained for other transport strategy projects or automatically rolled over to future years.
- LIP submission*
- 7.4 The report also seeks approval to submit to TfL the proposed LIP programme for 2023/24 (confirmed by TfL as £1.015m) and 2024/25 (not yet confirmed: it

assumes the same level of funding as for 2023/24 and is therefore indicative only). It also notes (revised) LIP funding allocations for the remainder of the current financial year, 2022/23, based on confirmed TfL funding of £873,000. The revised allocations for 22/23 are in line with the previous Cabinet Member-approved programme.

- 7.5 The main financial risk to the LIP programme relates to the 2024/25 funding. TfL's funding agreement with the government only lasts until March 2024 so it is possible that the 2024/25 funding will be less than the assumed £1.1015m. If this is the case, the mitigations in section 4 will apply.

8. ENVIRONMENTAL IMPLICATIONS

- 8.1 It is anticipated that the proposed Delivery Plan will make a positive contribution to improving the environment in Camden, by helping to achieve Camden's transport objectives and targets, as outlined in the CTS, to deliver Healthy Streets, the Clean Air Action Plan and the Climate Action Plan. In particular the programme aims to enable more people to walk and cycle and reduce inessential motor vehicle trips, and positively addresses significant air quality problems and associated health impacts. Urban greening as part of multiple new and "in-flight" schemes will help the Borough's climate resilience.

9. TIMETABLE FOR IMPLEMENTATION

- 9.1. Subject to approval of this report, Camden's proposed LIP programme of investment for 2023/24 and 2024/25 will be submitted to TfL for their approval on 13 February 2023 as per their requirements. The individual schemes in the Delivery Plan will be progressed, subject to relevant consultations, approvals processes and funding availability, in line with the "main construction year" period shown for each scheme in Appendix B.

10. APPENDICES

Appendix A Camden Transport Strategy Review 2019-22, and Development of Delivery Plan 2022/23 – 2024/25

Appendix B Healthy Streets Delivery Plan for 2022/23 to 2024/25

Appendix C Proposed LIP Programme of Investment submission to TfL for 2023/24 and 2024/25 (including previously approved, and now amended, 22/23 programme)

REPORT ENDS