

Appendix F – Strategic and Policy Alignments

The King Henry’s Road Area Safe and Healthy Streets scheme consists of measures to reduce HGV traffic and new proposed pedestrian, road safety, public space and environmental improvements in the area. The proposed scheme would contribute to the local, regional and national policy frameworks outlined in **Table 1**.

Table 1: Relevant Policy Frameworks

Strategy/Plan	Policy/Measure	Description
Camden Transport Strategy	Policy 1a	The Council will use a road user hierarchy to inform all relevant decisions: walking, cycling and public transport will be prioritised above private vehicle use as follows: <ol style="list-style-type: none"> 1. Pedestrians 2. Cyclists 3. Public transport/vehicles for people with a disability 4. Freight (including loading and unloading) 5. Taxis 6. Powered two-wheelers (motorcycles) and private cars
	Policy 1b	The Council will remove barriers to walking and cycling, ensuring that every transport, place-shaping and other relevant schemes improve conditions for pedestrians and cyclists, to create high-quality environments that enable modal shift and increase active, healthy travel.
	Policy 1c	The Council will change how road space is allocated, including reducing kerbside space for parking/loading provision and reallocating carriageway space to active, sustainable travel modes, if necessary, to enable and encourage people to walk and cycle, to improve road safety and deliver enhancements to the public realm.
	Policy 1d	The Council will aim to deliver the Healthy Streets outcomes so that streets become inclusive environments that enable walking and cycling for all who live in and visit the Borough.
	Measure 1a	We will implement the infrastructure/streetscape proposals set out in our Walking & Accessibility Action Plan, including new and safer crossings, wayfinding, and

		enhanced footways, and support improvements to leisure routes/creation of new spaces (such as the Camden High Line), to maintain and increase existing high walking levels.
	Measure 1b	We will implement the infrastructure/streetscape proposals set out in our Cycling Action Plan, including developing and implementing a network of 'primary' and 'secondary' cycle routes across the Borough, cycle permeability, cycle parking and wayfinding improvements that will enable more cycling, more safely and more often. This will include planning for a range of different users and bikes and complying as far as possible with the London Cycle Design Standards (LCDS).
	Measure 1c	We will implement the infrastructure/streetscape proposals as set out in our Road Safety Action Plan which benefit pedestrians and cyclists.
	Measure 1d	We will introduce traffic restrictions, including trials, for 'timed' and full road closures, as well as cycle/bus-only streets, to reduce traffic dominance and provide safer and more welcoming environments for walking and cycling.
	Policy 2b	Develop a rolling programme of traffic restrictions and trials, both timed and permanent, to deter inessential car use and traffic 'rat running' in particular on our residential streets.
	Policy 2c	Develop and implement a range of initiatives that promote and provide attractive, convenient and safe alternatives to private cars and other forms of motor traffic.
	Measure 2k	We will implement a range of traffic reduction measures on Camden's streets, including: <ul style="list-style-type: none"> • Using our 'area-wide Healthy Streets Projects' and Liveable Neighbourhood programmes (where bids are successful) to deliver traffic restrictions and other measures that create 'low-traffic neighbourhoods'. • Rolling out our 'Healthy School Streets' of timed road closures at the start and end of (and potentially during) each school day, particularly around pollution hotspots and busy roads, to provide healthy routes to school. • Permanent/timed restrictions on residential streets where there are known problems of 'rat running' and through motor traffic while maintaining access for local people and cyclists (filtered permeability).

		<ul style="list-style-type: none"> • Specific measures to further address the school run such as introducing Clearways, and/or public space protection orders (PSPOs) where they will assist in reducing school-run traffic. • Investigate, and implement if feasible, ring-fencing a proportion of any Penalty Charge Notice (PCN) income arising from the above schemes for further measures to reduce traffic levels in the local area from which that income arises.
	Measure 2m	<p>We will implement a range of behaviour change and complementary measures programmes that contribute to reducing inessential motor traffic and increasing the use of sustainable modes, including:</p> <ul style="list-style-type: none"> • Continue to deliver a School Travel Plan behaviour change programme, engaging with Camden schools and their involvement in the STARS accreditation process, providing measures to reduce school-run traffic, and encourage healthy routes to school. • Implement the behaviour change initiatives outlined in the accompanying Cycling Action Plan, Walking & Accessibility Action Plan and Road Safety Action Plan, including the Borough's cycle loan scheme, Community Cycling Programme and Pedestrian Skills programmes.
	Policy 3a	Make our streets accessible and inclusive to people from all walks of life, ages and abilities.
	Measure 3a	Deliver a range of infrastructure measures outlined in the Walking & Accessibility Action Plan to improve the accessibility of our streets for people, including implementing the 'Healthy Streets' agenda to provide safer crossings, places to rest, shade, shelter and other initiatives.
	Measure 4c	Reduce road danger and risk, and the perception of road danger, by improving the street to create more forgiving environments
	Policy 5b	Work towards the World Health Organisation limits for Particulate Matter and Nitrogen Dioxide by 2030.
	Policy 5h	Where feasible and appropriate, we will monitor the impact of our highways/streetscape schemes using air quality monitoring, including (for example) the use of diffusion tubes to monitor Nitrogen Dioxide levels pre- and post-implementation.

	Measure 5k	Identify opportunities to increase green cover in the borough, including rain gardens, trees and urban greening such as green walls and roofs, working in partnership with BIDs and residents, to help cool the atmosphere, absorb carbon and pollution, and provide shade.
	Measure 5l	Seek opportunities, where suitable, to convert carriageway space to green space through parklets, pocket parks and other measures, which also contribute to the wider Healthy Streets agenda.
	Policy 6a	Undertake the effective management of carriageway and kerbside space to cater for all modes but prioritise space for the most efficient modes.
Camden Transport Strategy: Review of Progress since 2019 and Proposed Three Year Programme 2022/23 to 2024/25	Infrastructure measures	Aim to increase the number of streets with through traffic restrictions to 33% of streets by 2025.
Camden Clean Air Action Plan 2023-2026	Theme 3: Reducing emissions from transport	Action 11: Reduce emissions from vehicles on roads in Camden by improving cycling and walking infrastructure throughout the borough (for example cycle lanes, road crossings, and bike storage hangars).
Cycling Action Plan	Infrastructure measures	<ul style="list-style-type: none"> • Cycling benefits will be achieved through measures primarily aimed at reducing traffic, but which also enable walking and cycling – including closing roads to through traffic. • Delivery of a rolling programme of improved cycle parking facilities on and off-street including secure cycle hangars for residents
Walking and Accessibility Action Plan	Infrastructure measures	<p>Schemes to reduce traffic flows, particularly on residential streets, to in turn enable and encourage increased walking levels and other active travel modes. This will include, but is not limited to:</p> <ul style="list-style-type: none"> • Permanent/timed restrictions for motor vehicles. • Prioritisation of pedestrian movements, for example continuous footways.

We Make Camden	Green, clean, vibrant, accessible, and sustainable	We Make Camden is our joint vision for the borough, developed in partnership with our community. The proposals align with the We Make Camden ambitions that Camden should be a green, clean, vibrant, accessible, and sustainable place with everyone empowered to contribute to tackling the climate emergency and that Camden's communities support good health, wellbeing and connection for everyone so that they can start well, live well, and age well.
DfT: LTN 1/20		<p>This local transport note (LTN) provides guidance to local authorities on delivering high quality, cycle infrastructure including:</p> <ul style="list-style-type: none"> • planning for cycling. • space for cycling within highways. • transitions between carriageways, cycle lanes and cycle tracks. • junctions and crossings. • cycle parking and other equipment. • planning and designing for commercial cycling. • traffic signs and road markings. • construction and maintenance. <p>LTN 1/20 notes that Safety and environmental improvements for all road users can be achieved by reducing motor traffic volumes and speeds, for example by introducing filtered permeability or traffic calming and that wherever possible, this should be achieved by reallocating carriageway space, not reducing the level of service for pedestrians.</p>
Mayor's Transport Strategy	Policy 1	The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.
	Policy 2	<p>Active travel policies including:</p> <ul style="list-style-type: none"> • Improving local walking routes, including routes to schools. • Deliver a London-wide strategic cycle network. • Develop and encourage cycling and walking to school. • Promote and support cycling and walking to work and in local communities.

		<ul style="list-style-type: none"> Embed accessibility and inclusivity in the planning and design of Healthy Streets.
	Policy 3	Vision Zero for road danger: Deliver Vision Zero by encouraging safer road user behaviours with a programme of education, engagement, and enforcement initiatives.
TfL: Cycling Action Plan	N/A	The plan aims to make the Capital a place where cycling is an accessible and inclusive way of getting around, so everyone can share the benefits. The actions in the plan will enable more Londoners to make cycling part of their everyday travel by breaking down the main, evidence-based barriers to cycling in London.
TfL: Walking Action Plan	N/A	The plan is aimed at making London the world's most walkable city, with a target to increase the number of walking trips by more than one million a day by 2024. The actions in the plan will enable more people to walk part or all of their journey and improve the experience of walking.
TfL: Vision Zero action plan	N/A	The aim of Vision Zero is to eliminate all deaths and serious injuries on London's transport system. The actions in the plan will reduce road danger for everyone and create streets safe for walking and cycling.