

Appendix C – Strategic and Policy Alignments

The Cycle Permeability Phase 4 schemes detailed in the main report include a variety of improvements for cyclists (all schemes), and pedestrians (e.g. Belsize Terrace, Hadley Street, Handel Street, Kenton Street), including:

- Amending one-way streets to allow cyclists to travel in both directions (e.g. Alfred Place, Handel Street, Kenton Street).
- Introducing cycle access improvements and improving existing cycle infrastructure such as cycle lanes and tracks to make the streets easier, safer, and more accessible for cyclists (e.g. Belsize Terrace, Hadley Street, Herbrand Street, Hunter Street, Maresfield Gardens, and Streatham Street).
- Providing new and improving existing cycle parking facilities for visitors (e.g. Belsize Terrace, Hadley Street, Kenton Street).
- Providing safe and secure cycle parking facilities (Cycle Hangars) for residents (e.g. Hadley Street, Maresfield Gardens).
- Introducing pavement buildouts for the benefit of pedestrians and cyclists (e.g. Hadley Street).
- Introducing continuous pavements at junctions for the benefit of pedestrians and cyclists (e.g. Handel Street and Kenton Street).
- Planting new street trees subject to sub-surface ground conditions and/or introducing low level planting (e.g. Hadley Street, Herbrand Street, Maresfield Gardens).

The schemes, if approved, will contribute to the local, regional, and national policy frameworks outlined in the table below.

Strategy/Plan	Policy/Measure	Description
Camden Transport Strategy	Policy 1a	<p>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:</p> <ul style="list-style-type: none"> • Pedestrians • Cyclists • Public transport/vehicles for people with a disability • Freight (including loading and unloading) • Taxis • 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.
	Policy 1h	The Council will seek to maximise opportunities through the planning process to transform our streets, improve the public realm and deliver our planned cycle network.
	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.
	Policy 2h	Ensure that there is no net increase in on-street residential parking bay provision as part of any transport scheme or related policy and remove motor vehicle parking provision where necessary in order to facilitate sustainable transport modes as set out in Policy 1c.
	Policy 2i	Work with partners such as neighbouring boroughs and TfL, to address key strategic issues around traffic flow through the borough as well as at specific locations.
	Measure 2k	We will implement a range of traffic reduction measures on Camden's streets, including: <ul style="list-style-type: none"> • 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).
	Measure 2i	Support, promote and expand cycle hire systems – including working with TfL and developers for extensions to Santander Cycle Hire in Camden and further developing dockless bike hire programmes – as a tool for creating viable alternatives to car ownership and use.
	Policy 3a	Make our streets accessible and inclusive to people from all walks of life, age, and abilities.
	Policy 3c	Improve accessibility and travel options for vulnerable groups to facilitate independent living and reduce isolation.
	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 3b	Deliver cycling infrastructure, as outlined in the Cycling Action Plan that is accessible and inclusive for all ages, abilities, and types of bicycles.
	Measure 3i	Improve accessibility and travel options for vulnerable groups to facilitate independent living and reduce isolation.
	Policy 4c	Reduce road danger and risk, and the perception of road danger, by improving the street to create more forgiving environments, and delivering road safety behaviour change

		interventions, in partnership with the police, Community Safety teams and local residents.
	Policy 4g	Continue to ensure all relevant highways improvements schemes undergo independent Road Safety Audits prior to, and where feasible following, implementation.
	Policy 5b	Work towards the World Health Organisation limits for Particulate Matter and Nitrogen Dioxide by 2030.
	Policy 5f	Identify opportunities for increased planting and urban greening in all transport schemes to help mitigate the impacts of carbon emissions and climate change and provide shade and shelter.
	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 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	Delivery of primary and secondary cycle network. 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	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, permanent/timed restrictions for motor vehicles. Prioritisation of pedestrian movements, for example continuous footways (pavements).
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 in this report 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: Gear Change: A bold vision for cycling and walking	N/A	<p>This plan was published shortly after the first lockdown due to COVID-19 in 2020. Gear Change notes that to make England an active travel nation, there is a need to take action to tackle the main barriers to walking and cycling. The DfT set out the need to attract people to active travel by building better quality infrastructure, making streets better for everyone, and to make sure people feel safe and confident cycling. To deliver this, DfT state that active travel should be embedded in wider policy making and therefore wish to encourage and empower local authorities to take bold decisions.</p> <p>Gear Change notes that residential side streets across the country can be blighted by rat - running. Low-traffic neighbourhoods are encouraged to be created in many more groups of residential streets by installing point closures – for example, bollards or planters – on some of the roads. It would still be possible to access any road in the area, but motor traffic would not be able to use the roads as through routes. Streets within low traffic neighbourhoods will provide clear, direct routes for cyclists and pedestrians promoting walking and cycling. Accidents, pollution, and noise will be dramatically reduced for residents.</p> <p>Introducing pedestrian and cycle zones: restricting access for motor vehicles at certain times (or at all times) to specific streets, or networks of streets, particularly town centres and high streets. This will enable active travel but also social distancing in places where people are likely to gather.</p>

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 • Embed accessibility and inclusivity in 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.