

<b>LONDON BOROUGH OF CAMDEN</b>	<b>WARDS:</b> All
<b>REPORT TITLE</b> Camden Transport Strategy (SC/2019/02)	
<b>REPORT OF</b> Cabinet Member for Improving Camden's Environment	
<b>FOR SUBMISSION TO</b> Cabinet Council	<b>DATE</b> 3 <sup>rd</sup> April 2019 8 <sup>th</sup> April 2019
<p><b>SUMMARY OF REPORT</b></p> <p>This report outlines progress made to date in producing an updated, draft Camden Transport Strategy (CTS) for the period 2019-2041, including the outcome of a consultation on that draft which took place in November/December 2018. The report provides information on the extent and results of the consultation, including feedback from residents, stakeholders (including Transport for London) and businesses/organisations, and the changes that have been made to the proposed final version of the CTS.</p> <p>This report is necessary, as a decision is required by Cabinet to adopt and approve the final version of the CTS, which would then be used as the basis of Local Implementation Plan (LIP) funding submissions to TfL, and to enact the various policies and measures within the Strategy. The CTS also helps to deliver objectives in Our Camden Plan, particularly: (i) strong growth and access to jobs, (ii) clean, vibrant and sustainable places and (iii) supporting healthy independent lives.</p> <p><b>Local Government Act 1972 – Access to Information</b> No documents that require listing were used in the preparation of this report.</p> <p><b>Contact Officer:</b> Sam Margolis, Transport Policy Team Manager, Transport Strategy, Supporting Communities, London Borough of Camden, 5 Pancras Square, London, N1C 4AG, Tel: 020 7974 6934, <a href="mailto:sam.margolis@camden.gov.uk">sam.margolis@camden.gov.uk</a></p>	
<p><b>RECOMMENDATIONS</b></p> <p>Cabinet asked to:</p> <ol style="list-style-type: none"> <li>Note the content of this report and the results of the consultation set out at Appendix B, and the results of the Equalities Impact Assessment, Strategic Environmental Assessment and Health Impact Assessment set out in Appendices D to F.</li> <li>Having noted and given due regard to the documents referred to 1 above, agree to refer this report and the proposed final Camden Transport Strategy (Appendix A) to full Council with the recommendation to adopt the strategy</li> </ol> <p>Council is asked to:</p> <ol style="list-style-type: none"> <li>Note the content of this report and the results of the consultation set out at Appendix B, and the results of the Equalities Impact Assessment, Strategic Environmental Assessment and Health Impact Assessment set out in Appendices D to F.</li> <li>Having noted and given due regard to those documents referred to in 1 above, adopt the proposed Camden Transport Strategy for the period 2019-2041</li> </ol>	

Signed:



Date: 19<sup>th</sup> March 2019

## **1. CONTEXT AND BACKGROUND**

- 1.1 The Greater London Authority Act 1999 requires London Boroughs to produce a Local Implementation Plan (LIP), which demonstrates how each authority plans to deliver the Mayor's Transport Strategy (MTS) in their area. The LIP is also the mechanism for boroughs to receive annual funding from Transport for London (TfL). Borough LIPs must therefore also include a Delivery Plan and a three year programme of investment, for the forthcoming three year period, to demonstrate how this funding will be spent and which MTS objectives transport interventions will deliver. All Boroughs are expected, in their LIP submissions, to show how their local policies, measures and targets align with the new MTS.
- 1.2 The Mayor of London published a new MTS in March 2018, which includes a transport vision for London, together with details of how TfL and partners (including London boroughs) will deliver the vision over the next 23 years, to 2041. In line with statutory guidance, all Boroughs are required to produce a new LIP (LIP3) following the publication of a new MTS.
- 1.3 Health and sustainable travel are at the heart of the new MTS: the strategy seeks to increase the level of walking, cycling and public transport use whilst simultaneously identifying opportunities to reduce inessential motor traffic and the associated urgent problems of poor air quality, carbon emissions, congestion and road danger through a "Healthy Streets" approach. By 2041, 80% of all trips across London (on average) are targeted to be made on foot, by cycle or using public transport.
- 1.4 In recognition of the problems associated with poor air quality in the capital, the Mayor also sets out an aspiration for London's entire transport system to be zero emission by 2050 (2025 for Central London), and stretching targets to reduce Nitrogen Dioxide and particulate emissions. And the MTS also introduces the concept of 'Vision Zero' for road safety by including an ambitious target to eliminate all Killed and Seriously Injured (KSI) casualties across the capital by 2041, which boroughs must deliver, with stretching interim targets.

## **2. PROPOSAL AND REASONS**

- 2.1 Camden's previous approach to a new MTS has been to produce a new CTS which incorporates all the LIP requirements mandated by TfL. Officers therefore developed a new (draft) transport strategy, which includes the statutory elements of the LIP, for public consultation and submission to TfL. All of the draft documents can be found [here](#), and the consultation period ran from 2nd November to 17th December 2018.
- 2.2 The proposal is to adopt the Camden Transport Strategy (Appendix A and supporting documents) as amended from the draft consultation documents, following feedback received during the consultation period. The proposal final CTS meets the LIP requirements as set out by TfL including the need to

provide (i) the demographic and transport context in the Borough (as shown in Chapter 2 of the CTS and Evidence Base), (ii) an assessment of transport challenges and opportunities in the borough (as shown in Chapter 2 of the CTS and Evidence Base), and (iii) detailed borough Transport Objectives (reflecting both local and MTS objectives) which respond to the challenges (Chapter 3 of the CTS).

2.3 The proposed final CTS also contains the required Delivery Plan and three year programme of investment (for the period 2019/20 to 2021/22) which sets out the interventions that will deliver the objectives and how LIP funding will be spent in that timeframe (see Chapter 4 of the CTS), a Performance Monitoring Plan comprising targets across seven MTS outcomes to assess LIP progress with delivering LIP objectives, as well as local targets (see Chapter 5 of the CTS) and details of how boroughs have engaged and consulted (see section 6 of this report). Finally LIPs must also be subject to an Equalities Impact Assessment (as part of the consultation draft) and a Strategic Environmental Assessment (as part of the published final version) (see Appendices D and F).

2.4 In considering the above, the draft and final version of the CTS propose the following Vision for transport in Camden:

*To work alongside residents and partners in transforming transport and mobility in Camden, enabling and encouraging people to travel sustainably; nurturing healthier lifestyles; creating radically less polluted places; and upgrading the transport network to meet Camden's needs and those of London as a growing capital city.*

2.5 The draft CTS included seven strategic objectives to support this Vision which, following positive responses during consultation (see section 6), are also proposed as part of the final version of the document (Appendix A).

2.6 To achieve these objectives, a summary of some of the key policies and measures included in the proposed final version of the CTS are below, following a positive consultation response to the draft CTS (see section 6):

- Delivery of transformational, area-wide transport and public realm improvements that prioritise and enable active travel modes, and reduce the dominance of motor vehicles – including proposed ‘area-wide Healthy Streets Projects’ in Kentish Town and Camden Town, and ‘Liveable Neighbourhood’ bids for Holborn and Kilburn
- A series of measures within our Walking & Accessibility Action Plan, including: transformational public realm improvements; new and improved crossing points for pedestrians and the promotion and development of high quality leisure walking facilities, such as the, towpath along the Regent’s Canal and the proposed Camden High Line
- The development and implementation of a high quality, Borough wide cycle network that provides safe and attractive routes for all ages and abilities, as

well as supporting measures including the continued roll out of our cycle permeability and secure cycle parking, cycle training and other programmes

- Implementation of a robust and ambitious set of parking policies – including reviews and amendments to our parking permit charges and structures, and feasibility into (and next steps if feasible) a Workplace Parking Levy in the Borough – to contribute to reducing motor traffic levels in Camden
  - Delivery of a range of other measures to restrict traffic rat-running on our residential streets and around schools, including timed/permanent restrictions to (non-exempt) motor vehicles on individual streets and across broader areas
  - For essential trips that still require motor vehicles, to provide an expanded network of Electric Vehicle Charging Points (EVCP) – supported by other policies such as parking charges – to encourage and enable a shift towards the least polluting vehicles
  - Provision of high quality alternatives to private motor vehicle use – from supporting important public transport infrastructure improvements such as Crossrail 2 to car clubs and cycle hire systems – that enable mode shift
  - Delivering bus priority improvements across the Borough, and the provision of suitable on-demand bus services (particularly in the north of the borough), which are of benefit to those otherwise excluded from such networks
  - An evidence-led approach to road safety that targets implementation of measures where they will have the most effect at reducing collisions, and a rolling programme of actions to reduce speeds in line with our Borough-wide 20mph limit
  - Lobbying TfL and Network Rail to (i) improve step-free access (SFA) at underground, Overground and mainline stations within the borough to improve accessibility, including at Kentish Town and West Hampstead and (ii) deliver public transport schemes in the Borough, such as Crossrail, Crossrail 2 and improvements to underground and Overground networks, to support growth and regeneration.
  - Supporting, and lobbying TfL to go further, in the development and implementation of their programmes which will improve air quality in the Borough, such as low emission bus fleets and the Ultra-Low Emission Zone
  - Enabling, and mitigating impacts of, development sites across the Borough – from HS2 to growth areas – via the robust application of our planning policies, effective monitoring and provision of sustainable transport options
- 2.7 The consultation draft CTS also developed a series of Action Plans which provide more detailed delivery plans on specific work streams. These include Actions Plans each for Road Safety, Cycling, Walking and Accessibility, and Electric Vehicle Charge Points (EVCPs). Minor amendments to those Plans have been made, where appropriate, following consultation (see section 6 for

details, and Appendices C1-C4 for proposed final versions). A Freight Action Plan is proposed to be produced and consulted on separately during 2019 following adoption of the overarching Strategy.

- 2.8 A series of targets for the CTS have also been set, both TfL statutory LIP targets and Camden local ones. These include: an increase in sustainable transport mode share by Camden residents from 85% (2017) to 93% (2041), a quadrupling in cycle mode share by Camden residents, from 3.6% (2017) to 15% (2041), and half of all residents' trips to be made on foot by 2041. Robust targets for traffic volume reductions, road-transport based air quality improvements, and road traffic casualty reductions, have also been set.

### **3. OPTIONS APPRAISAL**

- 3.1 In considering the background context, the updated MTS, and the changing challenges and opportunities in Camden, officers considered three options:

Option 1: to propose for approval and adoption a new CTS and associated documents, as set out in Appendices A to F, which incorporate only minor revisions to the draft CTS consultation documents

Option 2: to produce a revised, updated CTS which differs substantially to the consultation draft CTS documents

Option 3: continue with the current CTS/LIP2 (“do nothing”)

- 3.2 The “do nothing” option was not considered viable as the CTS also forms the Council’s LIP(3) submission to TfL. London boroughs have a statutory duty to update their LIPs in line with the new MTS, so not providing a new LIP/CTS is therefore not an option. In addition, annual TfL funding for transport interventions is dependent on a TfL reviewed and approved “LIP3”.
- 3.3 Option 2 was not considered appropriate for two reasons. First, the draft CTS was produced using a detailed Evidence Base and assessment of challenges and opportunities in the Borough. That evidence-based approach gives confidence that the objectives and initiatives outlined in the document, which respond to those issues, are likely to be effective.
- 3.4 Second, and importantly, the draft CTS gathered, overall, significant support at consultation stage (see section 6) from residents and stakeholders for the Vision, strategic objectives and for specific policies and measures. This included high levels of approval in feedback provided from TfL, providing assurance that the CTS aligns with the MTS and that the Borough will therefore continue to receive funding and other support from TfL.
- 3.5 Wholesale changes to the draft CTS documents were therefore not considered necessary or appropriate and Option 1 is recommended as a result.

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

- 4.1 The overall impacts of the CTS are expected to be positive. A combination of the measures and policies contained within it are expected to contribute, amongst other benefits, to: (i) improved public realm, local environment and air quality, (ii) improved public health via increased physical activity (active travel), increased opportunities for accessing jobs and services and substantially reduced road traffic casualties and (iii) sustainable growth and a strong local economy in Camden.
- 4.2 Nevertheless it is recognised that there are risks, which will need to be addressed. Principally, there are risks to the delivery of the three year Delivery Plan (“Programme of Investment”) which are analysed in detail in Chapter 4 of the main Transport Strategy document. In particular, ongoing financial uncertainty, including reduced funding allocations from TfL (traditionally the principal funding source of the transport strategy capital programme), will limit our ability to deliver the necessary programmes to achieve the seven key objectives of the CTS. Officers are identifying all potential alternative future funding sources to mitigate this risk.
- 4.3 A further risk is potential negative impacts of proposals in the CTS, such as closure of roads to through-traffic, which could mean some journeys are longer. However, this is expected to be minimal and such measures are required to encourage mode shift to active, healthier, sustainable travel. Where such risks exist, detailed traffic assessments are carried out to determine possible impacts and appropriate mitigations.
- 4.4 There is also a risk that a changing background and context may mean that, in the medium to long term, the policies and measures outlined in the CTS are no longer suitable towards the end of the Strategy (2041) or need updating. This may in particular be the case in terms of technological advancements, or climate change, the impacts of which cannot be forecast accurately in the Borough at this stage. However, as the MTS is always updated by a new incoming Mayor, and as Boroughs have to respond to a new MTS, it is likely that the CTS/LIP will be refreshed before 2041.
- 4.5 In addition, Officers propose to submit annual reports to the Culture and Environment Scrutiny Committee, providing an update on progress of the CTS and any proposed new schemes or initiatives required to meet changing challenges and opportunities in the Borough. Any such proposals would be approved by the Cabinet Member and/or Cabinet as appropriate.

##### **Impacts on protected groups**

- 4.6 Addressing the way people travel has the potential to significantly and positively impact upon equality, particularly improving health and reducing health inequalities. The health of young and older people are impacted disproportionately from the effects of poor air quality. Inactivity is also a concern: in Camden: these age groups are the least active, yet active travel is

the main way that people can increase levels of physical activity and improve health, reducing inequalities, particularly in the context of ageing population.

- 4.7 Evidence also shows that older people and those with a disability undertake most of their journeys on foot and are heavily reliant on public transport, particularly buses. Consequently, engagement with these groups while developing the CTS and also through the consultation responses such as with Kilburn Older Voices Exchange (KOVE) and the Older People's Action Group (OPAG) of Age UK (as outlined in the Consultation Report) show that their greatest concerns focus on the walking and public transport experience. Fear of traffic, places to sit, street clutter and obstacles on the footway, and concerns around pollution are deterrents to more people walking. These barriers restrict their independence, access to essential goods and services, and opportunities for social interaction, with impacts on health and well-being and increasing isolation. Reducing traffic levels in Camden and increasing public seating will help to create a more conducive environment for these groups to choose to walk. Reducing overcrowding on public transport is also an issue for these groups, so encouraging people to switch for those journeys that could be made on foot or by bike will help address this key barrier. These policies and measures are captured in the CTS.
- 4.8 The response from the Disability Oversight Panel (DOP) to the consultation on the CTS was broadly in agreement with the policies and measures, recognising that people with a disability mostly walk and use public transport, and therefore improvements to these modes, as outlined in the CTS, will be of particular importance. The concerns raised by the DOP are summarised in the Consultation Report and relate to street clutter, provision for people on buses and bus driver training, seating and public toilets, all of which are addressed in the CTS.
- 4.9 Following a workshop hosted by the Camden Disability Oversight Panel in November 2018, where residents raised issues of concern, Camden is developing an Accessibility Strategy which will cover a range of areas such as employment, accessing venues and - of particular relevance to the CTS - getting around the borough. The issues raised at the workshop similarly include issues such as street clutter, provision for disabled people on buses (including bus driver training) and wayfinding signage. All these issues are addressed within the CTS. Officers in the Transport Strategy team are working with colleagues preparing the Accessibility Strategy to ensure a joined-up approach.
- 4.10 Nevertheless, older people and those with a disability also drive, although they do so at much lower levels than other groups. The CTS recognises that there are groups who have essential need for a private vehicle. The focus of the CTS is on encouraging people to switch from inessential car use to healthy, active modes wherever possible. This will reduce demand for both carriageway and kerb space, reduce congestion, making essential journeys easier and enabling the Council to reallocate kerb space to essential users, including provision of blue and green badge disabled parking bays. The CTS also provides information on car clubs and other alternatives to individual car

ownership. The CTS also commits to working with vulnerable groups as part of the development of transport schemes.

- 4.11 Camden Accessible Transport Solutions (CATS) also provides a range of transport services for older and disabled people, including door-to-door services, which enable independent travel.

## **5. LINKS TO OUR CAMDEN PLAN**

- 5.1 The CTS links strongly to key themes in Our Camden Plan, including those set out below:

- strong growth and access to jobs depends on a high quality transport network. The CTS recognises the importance of improved public transport provision to access and unlock areas and encourage regeneration and growth, while a high quality public realm is a pre-requisite to realising the benefits that improvements in public transport can bring. Our Camden Plan also supports transformational transport infrastructure, such as Crossrail, the West End Project and a network of high quality cycle routes which are all incorporated into the CTS.
- clean, vibrant and sustainable places includes a Council pledge to do all it can to address the serious challenge of poor air quality while ensuring that its streets and public spaces are also clean, attractive and safe. The Council also commits to prioritising pedestrians, cyclists and public transport above other road users. The CTS wholly reflects this commitment through the proposed objectives, policies and measures to reduce motor traffic levels, improve road safety and deliver schemes which prioritise active, healthy, sustainable modes of travel.
- healthy independent lives puts health and wellbeing at the forefront of Council action, making it part of everything we do. This includes creating environments which make it easier to make healthy choices and do physical activity. Transport and the way people travel are major determinants of health outcomes and health inequality. The main focus of the CTS and the Healthy Streets framework is to minimise the negative impacts of motor traffic, particularly pollution, and enable active, sustainable healthy travel choices.

## **6. CONSULTATION/ENGAGEMENT**

- 6.1 Our approach to consultation has been underpinned throughout by key consultation principles namely it was carried out at a time when proposals are still at a formative stage, we sought to ensure the people / groups consulted were representative and were given enough information to understand and properly consider the proposals and a reasonable time to respond. This report provides a summary analysis of the responses received to assist Cabinet in taking the responses into account in their decision.
- 6.2 The approach to pre-engagement and consultation activities is set out in detail in Appendix B (Section 1), Full consultation on the draft CTS took place



between 2<sup>nd</sup> November and 17<sup>th</sup> December 2018, with consultation undertaken both via the Council's 'We Are Camden' consultation hub website, and through publicising to statutory consultees, local groups, stakeholders and partner organisations, and so on. 926 valid responses were received during the consultation period. Of those, 381 were Camden residents (41% of the total), 39 were Camden businesses/organisations (4%) and 506 'other' respondents (55%). Full details of all responses, including a breakdown of responses by Camden resident/business/other, are provided in Appendix B.

- 6.3 The overarching Vision of the Transport Strategy was supported by almost three quarters of respondents. Similarly very high levels of support were received for each of the CTS objectives – ranging from a 'low' of 69% supporting Objective 2 (reducing car use and traffic levels) to a high of 88% supporting Objective 4 (to reduce road traffic casualties). Support for Camden's proposed Vision, Transport Challenges and Objectives was also greatest among residents: this group had the highest level of agreement with every question among all the groups.
- 6.4 Responses to the policy proposals and measures were more mixed than for the CTS objectives: although they demonstrate overall agreement, the proportion and strength of agreement is much lower, with higher levels of disagreement and also unsure (see Table 1, overleaf).
- 6.5 TfL also provided feedback on the draft CTS. Other than some minor amendments around road safety statistics, TfL strongly supported the draft CTS as being in alignment with the MTS and for its high level of ambition.
- 6.6 During the consultation period the draft Strategy was presented to the Culture and Environment Scrutiny Committee. In summary, the Committee stated the need for more Electric Vehicle Charging Points, and raised concerns about issues of accessibility, including the impact for those with a visual impairment (and others) of dockless cycle hire bikes being left on the footway, and the lack of Step Free Access to stations in the Borough. Concerns about cuts to bus services were also raised, as well as the need for improved pedestrian crossing facilities. In addition, there was some criticism of a blanket approach in the Borough to reducing car parking and overall car use. Details and Officer responses are contained in the consultation report (Appendix B).
- 6.7 Although there was strong overall support for the draft CTS, some minor amendments to it are proposed in order to reflect the consultation responses. These are contained in detail in Appendix A, and summarised briefly here. One significant change is the revision to our targets for "Vision Zero" following a new Metropolitan Police system for recording collisions in 2016 which results in a significant number of casualties previously categorised as 'slight' being reclassified as 'serious'. The amendments required for Camden as a result of those system recording changes are detailed in Chapter 5 of the final proposed CTS.
- 6.8 Policies and measures included in Objective 3 on Accessibility and Inclusion have also been strengthened to respond to the concerns of older people and

people with a disability. In particular, measures to provide enhanced public seating (including at bus stops) and addressing the dangers posed to vulnerable groups from excessive motor vehicle speeds, and anti-social cycling, have been included.

*Table 1: Summary of responses to policy initiatives*

Question – To what extent do you agree/disagree with the proposal to...	Overall agree		Overall disagree		Unsure	
	Total	%	Total	%	Total	%
<b>10. implement a borough-wide network of safe cycle routes</b>	616	66.6	199	21.5	111	12
<b>11. reduce through-traffic on residential streets</b>	474	51.2	274	29.6	178	19.2
<b>12. prioritise LIP spending based on a matrix of indicators</b>	484	52.3	148	16.1	292	31.5
<b>13. review parking charges, structure and availability to reduce car ownership/use</b>	505	54.6	258	27.9	159	17.2
<b>14. change CPZ size and hours of control to reduce car use and traffic levels</b>	424	45.8	312	33.7	190	20.5
<b>15. use parking policies to incentivise the uptake of cleaner vehicles</b>	635	68.6	185	20.0	106	11.4
<b>16. reallocate road and kerbside space away from motor vehicles to more efficient modes</b>	547	59.0	253	27.4	125	13.5
<b>17. deliver measures in the Road Safety Action Plan to improve road safety</b>	575	62.1	189	20.4	162	17.5

- 6.9 Responding to concerns raised in the consultation, a new section on Motor Cycles has been added to the Evidence Base Report which provides data on their impacts, particularly around air quality and road danger and their contribution to Healthy Streets. The Evidence Base Report also includes a section on the impact of the CTS on deprivation, particularly the aim to reduce car ownership and use and stricter measures to address diesel vehicles. This section includes an analysis of current car ownership in the borough by Super Output Area, and concludes that the impacts on areas with most deprivation will be minimal.
- 6.10 Finally, a number of consultation responses asked Camden to consider our position on introducing the free floating, ‘one-way’ car club model in the borough. Whilst it is Officers’ view, based on existing data, that this model may not contribute to our transport objectives, robust data is lacking particularly from a Central London borough like Camden. A new measure has been added to the CTS for Camden to commission independent research to assess the full impacts of introducing this model in the borough (measure 2j in Objective 2).

## **7. LEGAL IMPLICATIONS**

- 7.1 The CTS once adopted will be a relevant consideration underpinning decision making in relation to transport strategy including Local Implementation Plan (LIP) funding submissions to TfL, and decisions to implement the various actions within the Strategy.
- 7.2 In considering the recommendations, members must inter alia take into account 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 1. Eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act; 2 to advance equality of opportunity between people who share a relevant protected characteristic and those who do not; 3. Foster good relations between people who share a relevant protected characteristic and those who do not (which involves tackling prejudice and promoting understanding). Under the Duty the relevant protected characteristics are: Age, Disability, Gender reassignment, Pregnancy and maternity, Race, Religion, Sex, Sexual orientation. In respect of the first aim only i.e. reducing discrimination, etc the protected characteristic of marriage and civil partnership is also relevant
- 7.3 Consultation must adhere to basic legal principles to be lawful (often referred to as "the Coughlan principles") which were outlined by Lord Woolf in a leading House of Lords decision in 2001 (R v North and East Devon Health Authority ex parte Coughlan [2001] where he stated 'It is common ground that whether or not the consultation of interested parties and the public is a legal requirement, if it is embarked upon it must be carried out properly. To be proper, consultation must be undertaken at a time when proposals are still at a formative stage. It must include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response. Adequate time must be given for this purpose and the product of consultation must be conscientiously taken into account when the ultimate decision is taken.' So whilst consultation is not required to accord with the views of the majority, decision makers need to carefully consider the results of the consultation and take it into account within its overall consideration of the recommendations.

## **8. RESOURCE IMPLICATIONS**

- 8.1 This paper asks Cabinet to note the paper and refer the proposed draft final Camden Transport Strategy (CTS) for the period 2019-2041 to Council.
- 8.2 Significant investment totalling £19.709m is planned for 2019/20 to deliver the Transport Strategy objectives. The funding for schemes is detailed in Appendix A section 4C, Table 4.2.
- 8.3 The key source of funding to deliver our transport programme is the Borough's LIP allocation from TfL. Camden will receive £2,029,100 per annum for the first three year period of this Delivery Plan (2019/20 to 2021/22)

plus £100,000 per annum as a 'Local Transport Fund' to be used at Camden's discretion.

8.4 It should be noted that corporate resource investment of £170,000 has been agreed for 2019/20 but not beyond this for 2020/21 and 2021/22.

8.5 The service continue to seek other sources of funding to deliver the strategy's objectives. Camden will receive £6.9m from TfL for specific projects, such as the West End Project and Schools Low Emission Zone (table 4.3) and £0.683m through TfL's Bus Priority programme. Strategic CIL and S106 funding will be invested in highways maintenance and pedestrian, cycling and environmental improvements.

## **9. TIMETABLE FOR IMPLEMENTATION**

9.1 The proposed final Camden Transport Strategy and supporting documents will be considered by full Council for adoption on 8<sup>th</sup> April 2019. Subject to that consideration, the Strategy would be published on the Council's website as Camden's adopted strategy and implemented accordingly.

## **10. APPENDICES**

Appendix A: Camden Transport Strategy – Proposed Final Version

Appendix B: Draft Camden Transport Strategy – Consultation Report

Appendix C1: CTS – Proposed Final Cycling Action Plan

Appendix C2: CTS – Proposed Final Walking & Accessibility Action Plan

Appendix C3: CTS – Proposed Final Road Safety Action Plan

Appendix C4: CTS – Proposed Final Electric Vehicle Charging Point Action Plan

Appendix D: CTS – Strategic Environmental Assessment (Final)

Appendix E: CTS – Equalities Impact Assessment (Final)

Appendix F: CTS – Health Impact Assessment (Final)

Appendix G: CTS – Evidence Base Report (Final)

**REPORT ENDS**