

Appendix B:

3 Year Delivery Plan for 2025-26 to 2027-28



Appendix B1 Summary of CTS Delivery Plan for 2025-26 to 2027-28

(i) 2025/26 to 2027/28 CTS Delivery Plan - Programme Summary

1. This Appendix provides a summary of the Camden Transport Strategy Delivery Plan for the 3-year period for 2025/26 to 2027/28. It incorporates narrative on that programme (this Appendix), the detailed programme itself (Appendix B2) and the elements of that programme which are proposed to be submitted to TfL to be funded through various “Local Implementation Plan” funding streams (Appendix B3).
 - 1.1. The programme draws on the review of the 3 year period for 2022/23 to 2024/25 (and total delivery since the latest version of the CTS was adopted in 2019), prioritisation methodologies and key considerations in developing the new 3-year Plan that were set out in Appendix A. Delivery of the proposed programme is expected to contribute towards achieving the CTS objectives and targets, and support the variety of wider related Council/regional strategies and policies set out elsewhere in these reports, including the Council’s public health, economy, climate action plan and clean air action plan ambitions.
 - 1.2. The schemes within the new 3-year programme set out in Appendix B2 are divided into categories as per Table 1 below. Note that Appendix B2 contains further scheme by scheme details including hyperlinks, where available, to further online information. It is also noted that each individual scheme is subject to its own consultation and decision-making processes, in line with the **Cabinet-approved** approach for Healthy Streets adopted in November 2021.

Table 1: 3 year Delivery Plan programme categories

Programme Category	Brief Description/summary
A. Healthy Routes (cycling) – strategic cycling corridors & Cycleways	“Primary” (main road corridor) and “secondary” (quieter roads/corridors) network routes to continue to deliver the full Camden cycle network proposed in the CTS by 2041. Programme split between “in-flight” schemes (various milestones complete but awaiting final construction) such as Haverstock Hill and Clerkenwell Road, and “new/emerging” schemes not yet consulted on, such as Albany Street and the Cross Camden Cycleway
B. Healthy Neighbourhoods	Area-wide traffic management, public realm, urban greening and wider Healthy Streets measures in prioritised locations across the Borough. As with the Cycleways, this programme is split between “in-flight” schemes such as the Camden Square and Dartmouth

Programme Category	Brief Description/summary
	Park areas, and “new/emerging” schemes where consultation has not yet taken place, including around Belsize Park, South Hampstead and across the “Central Activities Zone” within Camden
C. Healthy School Streets	Measures to improve road safety and enable walking, cycling, wheeling and public transport to and from schools across the Borough. Programme is split between “timed” access restrictions outside schools in feasible locations and “main road” school streets where traffic restriction measures are not feasible (for example due to being on strategic road networks)
D. Healthy Routes – Bus Priority & Programmes	Variety of measures to protect bus journey times on key corridors throughout the Borough, alongside improvements to road safety for all road users, and high street enhancements. Includes proposals for new and improved bus lanes/ bus priority on Upper Woburn Place, West End Lane and Brecknock Road/York Way
E. Healthy High Streets	Corridor and neighbourhood centre enhancements on/ in the vicinity of key high streets across the Borough, with public realm, urban greening, sustainable travel, road safety and Healthy Streets measures incorporated. Examples include the extensive upgrade planned for Kilburn High Road, and pedestrianisation of Camden High Street
F. Healthy Junctions	Junction improvement schemes to address locations with high volumes of road traffic collisions (especially Killed and Seriously Injured) in order to help meet Vision Zero aspirations. Schemes include the York Way/ Agar Grove junction. Note that other Healthy Junction schemes are incorporated within other categories as part of wider projects
G. Holborn Liveable Neighbourhood	Progress towards delivering the full circa £40m transformation of streets in and around the Holborn area and consultation/construction of variety of smaller-scale, quick-win “STARter” projects
H. Strategic & local walking schemes	Bespoke walking and accessibility improvements in local neighbourhood areas (for example, Granary Street/Camley Street) and/or as part of longer strategic walking routes (such as the Wellbeing Walk south of Euston Road). This programme is in addition to multiple pedestrian and accessibility enhancements delivered through various other categories of scheme within the programme

Programme Category	Brief Description/summary
I. TLRN/TfL-led schemes with Camden input	Schemes led by TfL on the “red route” or “TLRN” highways network in the Borough, with Camden as a partner in the development and delivery of those projects. Examples include Camden High Street (south)
J. Cleaner, Fairer Parking & Kerbside Management	A range of measures to rebalance the kerbside in favour of healthier, more sustainable modes of travel and improved public realm, whilst contributing to the CTS objective of reducing inessential motor vehicle ownership and trips in the Borough. Includes further Controlled Parking Zone (CPZ) reviews, a potential Workplace Parking Levy, roll out of more Electric Vehicle Charging Points (EVCPs) and shared mobility provision
K. Behaviour change programmes/ complementary measures	Wide-ranging programme of activities to support and encourage mode shift to active, healthier forms of travel. Includes cycle permeability schemes, school travel planning, and variety of road safety/education measures

(ii) Highlights/details of the 3-year Plan 2025/26 to 2027/28

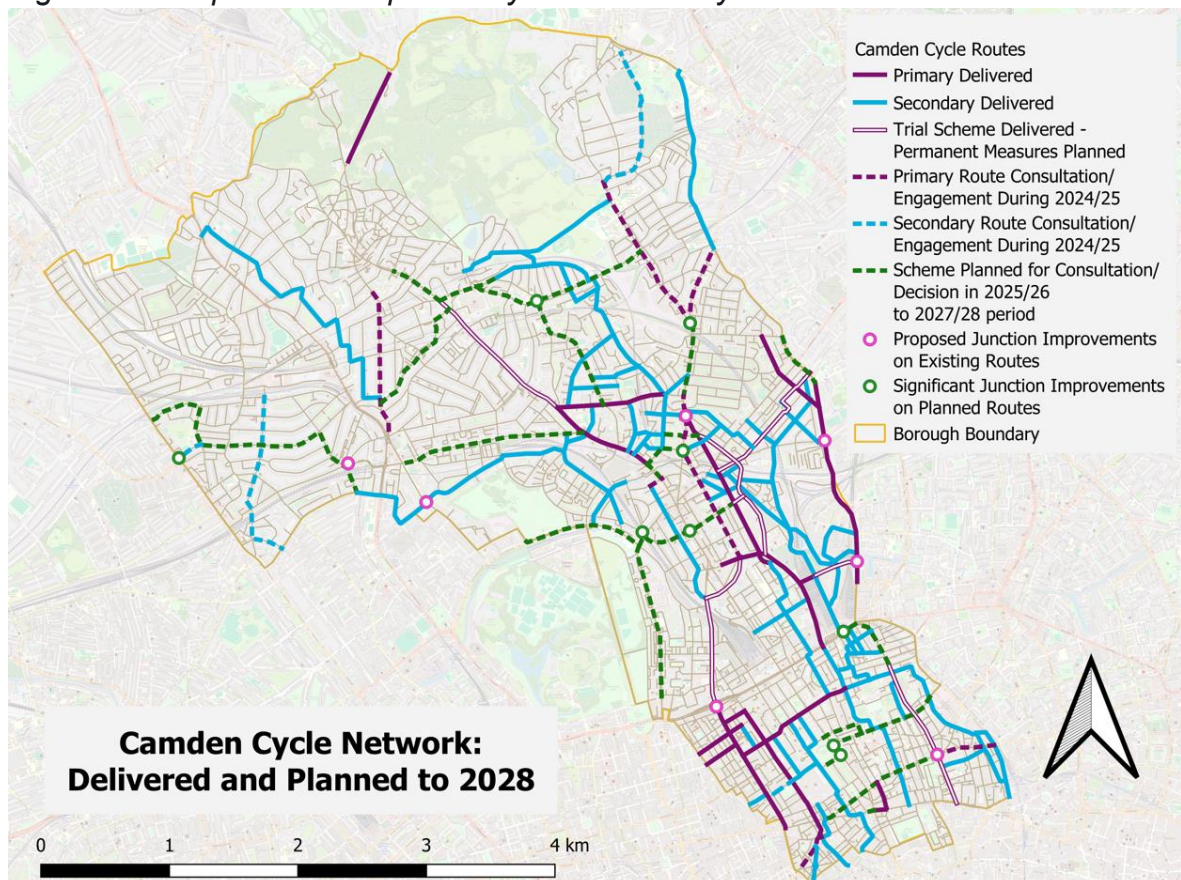
2. Successful implementation of the proposed 3-year plan (subject to scheme by scheme consultations and decision making) would deliver the following improvements as set out in the sections below. It is noted that whilst Appendix B2 and the supporting text below sets out our plans at the current stage, these plans may be flexed as circumstances change – for example, new funding/bids being made available for new schemes, and/or external factors (such as HS2 construction works) affecting ability to deliver at previously advised timescales. Amendments to the programme would be considered by the Cabinet Member for Planning and a Sustainable Camden and annual update reports which include any major changes/amendments will be provided to the Culture & Environment Scrutiny Committee.
 - 2.1. As outlined in the main report, alongside the transport elements of the schemes listed in the sections below, substantial opportunities for new **urban greening** – street trees, Sustainable Urban Drainage systems, parklets etc – as part of multiple Healthy Street schemes will be incorporated into scheme design, as well as opportunities for **public realm** and **urban design** enhancements as an integral part of project development and implementation.
 - 2.2. The geographical scope of the projects/deliverables is shown in various maps in the sections below (e.g. Figures 1, 3 & 5). In addition, several programmes – for example, kerbside changes to deliver electric vehicle charging points, bike hangars and so on – will be delivered Borough-wide. A range of deliverables will also be

targeted in Camden’s part of London’s **Central Activities Zone (CAZ)**, with schemes in that part of the Borough including transformational Healthy Streets projects (Holborn Liveable Neighbourhood, Fitzrovia Area Safe & Healthy Streets, various Cycleways projects etc) and supporting policy reviews (for example, Controlled Parking Zone reviews of all the CPZs in Camden that form part of the CAZ). The totality of that work will help meet the ambitions for the CAZ set out by the Mayor of London (see link above) as well as Camden’s transport, environmental, public realm and related policies in that part of the Borough.

A. Healthy Routes - Cycle network expansion

2.3. A highly ambitious programme of cycle network improvements is set out in Appendix B2. As noted in Table 1, this incorporates a mixture of both “in-flight” and “new/emerging” schemes, and the proposed network by 2028 showing both completed “links” and a variety of junction improvements on that network, is shown in Figure 1 below. With the exception of the (historic) segregated cycling facility on Spaniards Road, a key component of the proposed network is its connectivity, ensuring that continuous links and journeys can be made on high quality infrastructure, rather than isolated sections of provision.

Figure 1: Completed & Proposed Cycle Network by 2028



2.4. The network shown above includes delivery of high-profile schemes such as the Cross Camden Cycleway project, Haverstock Hill and Clerkenwell Road, with

those schemes providing significant improvements for cyclists on both the main road “links” and also at key “nodes” (junctions). Each of the proposed schemes includes cycling provision and a range of wider Healthy Streets measures – pedestrian/accessibility enhancements, urban greening, shared mobility measures (such as dockless bike hire bays), road safety improvements and places to stop and rest.

2.5. The proposed programme set out in Appendix B2 would deliver, if completed, a significant further expansion of the Borough’s primary and secondary cycle networks by 2028, with full completion of circa 8km of “in-flight” schemes and implementation of circa 18km of additional segregated cycle lanes on “new/emerging” schemes. The “primary” cycle network, which currently contains 27km of main road segregated cycle routes, would therefore expand to 45km.

Figure 2: Clerkenwell Road primary cycle corridor (“in flight” scheme); expected completion 2025/26



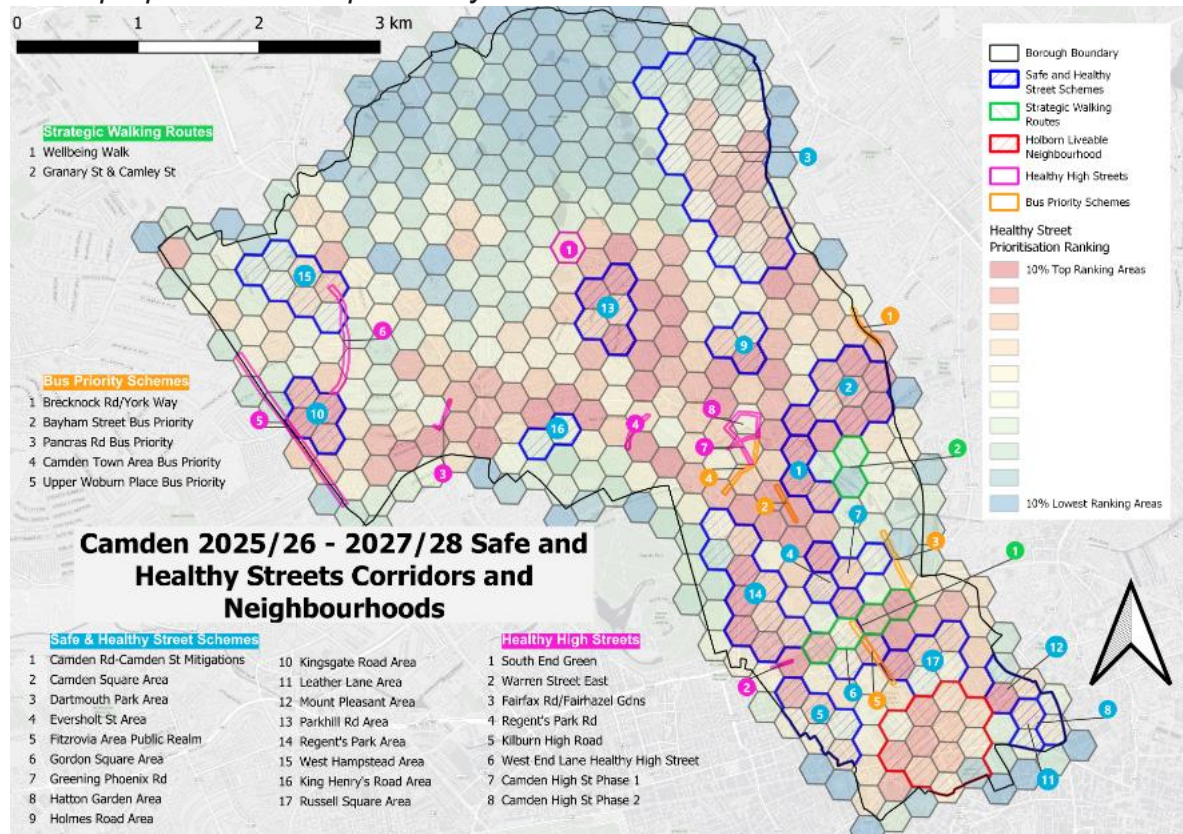
2.6. Currently, around 56% of the Borough’s population live with 400m of a high quality strategic cycle network route (the main TfL metric). Under these proposals, this would increase to over 85% of the Borough’s population, and significantly boost the percentage of Camden’s streets which benefits from physically separated cycle tracks (currently 9.2%). According to TfL analysis, the percentage of trips made by Camden residents by bicycle has increased substantially, from 3.6% to 6.7% in recent years; it is expected that (alongside a variety of other measures in the programme) the network expansion highlighted above would continue to increase cycling levels in the Borough, as well as improve road safety.

B. Healthy Neighbourhoods – expanding provision of lower traffic, area-wide Safe & Healthy Streets improvements

2.7. At the current time, around 24% of Camden benefits from area-wide, through-traffic reduction “Safe & Healthy Streets” schemes – an increase from just 6% in 2020. Under the proposals set out in Appendix B2, developed on the basis of prioritisation methodologies shown in Appendix A, this network is planned to

increase significantly through both (i) further development/implementation of “in-flight” schemes and (ii) bringing forward “new” schemes. Examples of both of those have been set out in Table 1, above, and the areas covered by the proposed programme are shown in Figure 3, below.

Figure 3: Healthy Neighbourhood/High Streets “Safe & Healthy Streets” scheme areas proposed for completion by 2028



2.8. Each of the areas shown in Figure 3 will be subject to scheme-by-scheme consultation and decision making processes as highlighted earlier. It is noted that Figure 3 also contains information on other Healthy Streets corridor/high street/strategic walking interventions described elsewhere in this report. Significant projects within the Healthy Neighbourhoods programme between 2025/26 and 2027/28 include:

- Next phases of the **Dartmouth Park Healthy Neighbourhood** scheme, following on from “discovery” and “co-design” stages completed to date;
- Construction, subject to approvals and statutory consultation phases, of the **Camden Street (south) Safe & Healthy Streets** measures including through-traffic restrictions and Healthy School Street measures (see Figure 4, overleaf):
- Completion of phase 1, and development of phases 2 & 3, of the **Fitzrovia Area Safe & Healthy Streets** scheme, including through-traffic restriction measures, and public realm opportunities, to be considered in conjunction

with proposals being developed as part of the Oxford Street project to the west of this area within Westminster and;

- New/emerging through-traffic and wider Healthy Streets proposals to be brought forward for consultation in the **Kingsgate Road, Parkhill Road and West Hampstead** areas.

2.9. During the 2025-2028 period, we will also explore the feasibility of ambitious, area-wide “Liveable Neighbourhood” (LN) style projects north of the Euston Road (following on from the West End Project, and – currently, Holborn Liveable Neighbourhood south of the Euston Road) which could form the basis of future TfL LN bids. This could include areas in the north-east and north-west (for example, West Hampstead/Kilburn) of the Borough, subject to further feasibility, which could then be brought forward in the 2028-2031 CTS Delivery Plan period.

Figure 4: Image of Pratt Street urban realm and through-traffic restriction measure as part of Camden Street South (“in-flight” scheme; expected completion 2025/26)



C. Healthy School Streets

2.10. In the (current) three-year plan for 2022/23 to 2024/25, an aspiration was established to deliver timed (school drop off/pick up) motor traffic restriction “Healthy School Streets” measures at all “feasible” schools by 2025. Whilst the percentage of schools in Camden with such measures in that period has increased from **29% to 41%** (with others being progressed in 2024/25), the original 2025 target will not be met due to delays on particular schemes and resourcing/funding constraints.

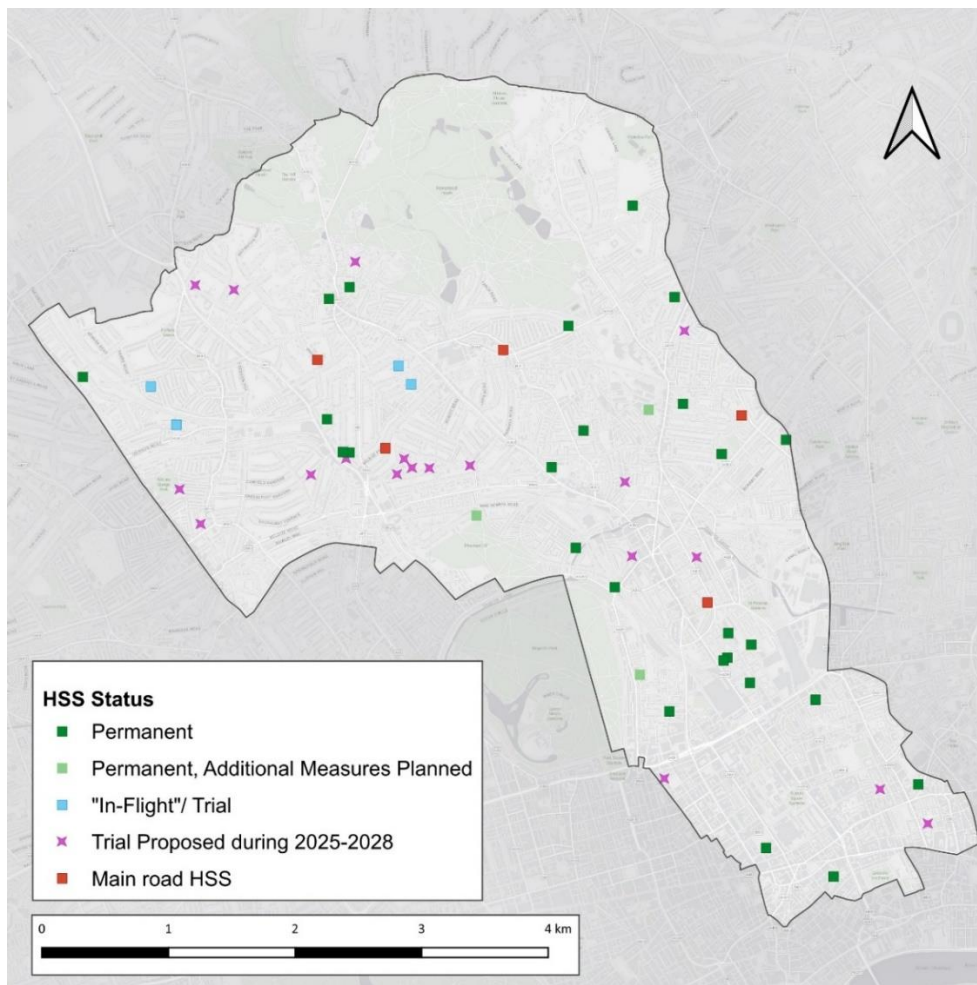
2.11. However, the phased programme of interventions set out in Appendix B2 would enable Healthy School Street timed restrictions at all feasible schools (ie those not on main roads) to be delivered within the next 3 year period through Phases 5, 6

and 7 of the programme, and it is our aspiration that a significant majority of feasible schools will have HSS measures in place by 2026.

2.12. In addition, with work starting in 24/25 and continuing thereafter, a rolling programme of “main road” school streets – pavement build outs, new trees/planting, bike stands, benches and so on – will be delivered where school entrances are on the strategic road network. Camden are also working closely with TfL to ensure similar measures are implemented where school entrances/exits are on the TLRN “Red Route” network, such as Richard Cobden school on Camden Street (south) near the junction with Crowndale Road.

2.13. At a number of schools where timed restrictions have been made permanent following initial trial periods, the 2025/26 to 2027/28 includes further measures to improve road safety and enhance the public realm in the vicinity of those sites. Examples include Christ Church Primary School (Redhill Street) where new pedestrian, cycling and road safety measures are planned that would, if implemented, further improve the existing timed motor vehicle restriction. Figure 5 below, shows these various proposed schemes:

Figure 5: Healthy School Streets programme map (showing current and planned schemes)



2.14. Finally, working with public health and NHS partners, we intend to use the forthcoming 3 year programme to begin a programme of “Healthy Hospital Streets” at suitable locations in the Borough. Work has already begun with Great Ormond Street Hospital on ideas for traffic reduction, public realm, urban greenery and road safety improvements in the vicinity of the hospital, and other locations will be identified and progressed by 2028.

D. Healthy Routes – Bus Priority and Programmes

2.15. In response to low bus speeds and the need to boost bus patronage in Camden following the pandemic, a range of bus priority and kerbside management measures have already been implemented in the Borough (see Appendix A). However, further work is required, and details of the Better Buses in Camden focus are contained in Appendix C.

2.16. As part of that work, further measures are required to protect and improve bus journey times throughout the Borough. As part of the 2025/26 to 2027/28 programme, ambitious bus priority schemes are planned in a range of different locations across Camden, including on West End Lane in West Hampstead, Upper Woburn Place (Bloomsbury) and Pancras Road (King’s Cross) – see Figure 3 above. A rolling programme of removing obstacles at the kerbside which prevent progression of buses (such as parking removal) will also continue.

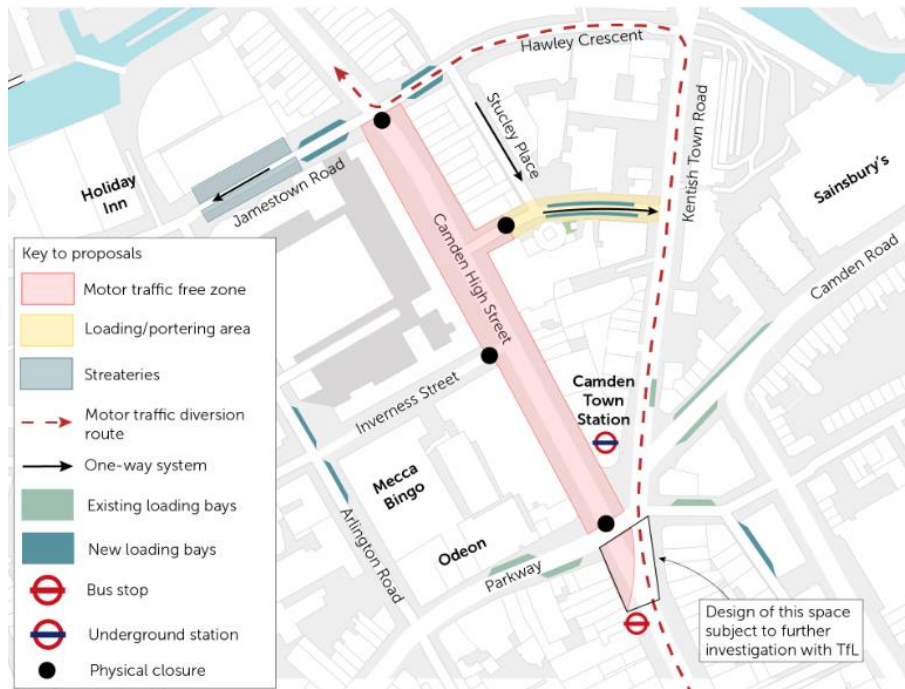
2.17. Under the TfL Local Implementation Plan guidance, Boroughs are also able to bid for up to £10m over the next 3 years for a “Better Buses Partnership” programme with TfL. Details of Camden’s proposed bid is contained within Appendix B3.

E. Healthy High Streets

2.18. The programme proposes a range of transformational Healthy Streets, public realm, urban greening, road safety and active travel/public transport schemes at multiple locations across the Borough.

2.19. Flagship schemes in the forthcoming 3-year period will include (subject to consultation and decision-making processes) the trial pedestrianisation of the first phase of Camden High Street, which was consulted on in 2024 and the trial of which would continue into 2025/26. Subject to the outcome of that trial, by 2028 we are also planning to consult on an extension of the motor-traffic free area on Camden High Street from Jamestown Road/Hawley Crescent (Phase 1) to Castlehaven Road/Chalk Farm Road (Phase 2).

Figure 6: Camden High Street pedestrianisation (Phase 1)



2.20. The “Better, Safer Kilburn” scheme, a joint project with the London Borough of Brent and City of Westminster, was also consulted in summer 2024. Subject to the outcome of that consultation and decision-making processes, if taken forward to implementation this circa £12m scheme would also form a key deliverable/component within the Healthy High Streets programme over the next 3-year period. Both the Kilburn and Camden High Street schemes – are proposed to be submitted to TfL under the “Borough Safer Streets” component of the LIP for 25/26 to 27/28. For details of that bid see Appendix B3.

Figure 7: Before and after images of a proposed section of the “Better, Safer Kilburn” scheme due for delivery in 25/26 to 27/28

Before: Looking north to Messina Avenue

After: showing new two-way cycle track between Burton Road and Messina Ave, the road closure, and the creation of pocket park at Messina Ave



2.21. A number of other High Street transformation projects – including on West End Lane, Regent’s Park Road and Charlotte Street are planned in the new 3-year programme; for further details see Appendix B2. The schemes are mapped and shown in Figure 3.

F. Healthy Junctions

2.22. Improving road safety at junctions is critical to meeting Camden’s sustainable travel and Vision Zero road safety goals. A variety of safer junction upgrades are included in the various programmes set out above (see, for example, Figure 1). Outside of the above programmes, a number of bespoke Healthy Junction schemes are also planned in the 25/26 to 27/28 Delivery Plan period, including completing a missing link in the previously implemented York Way cycle corridor scheme by upgrading the York Way/Agar Grove junction (see Figure 8, below). This scheme would, if implemented, would transform a very large space that is currently traffic dominated and intimidating for vulnerable road users into one that prioritises active travel, with physical separation for cycles throughout the junction and better comfort levels of pedestrians. If implemented, this innovative design – the first of its type in Camden – would also improve the efficiency of the junction with the above improvements being delivered with minimal impact to current vehicle flows. Other proposed “bespoke” junction improvement schemes would be delivered at Abbey Road/Boundary Road and the Russell Square junctions.

Figure 8: Image of emerging York Way/Agar Grove junction



G. Holborn Liveable Neighbourhood

2.23. The £40m transformation of streets in and around Holborn has already begun, with significant road safety improvements on Drake Street/Procter Street and High Holborn completed in summer 2024, and various Holborn “STARter” projects being developed through to construction.

2.24. Over the next 3 years, to 2028, we propose to:

- (i) Bring forward to consultation, decision and (subject to that) multiple further **“STARter” projects/schemes**, including on Red Lion Street, Millman Street/Johns Mews (Healthy School Street), Newton Street, Keeley Street (see Figure 9) and more (as set out [here](#)) and;

Figure 9: New public realm and through-traffic removal on Keeley Street (consulted in summer 2024; forecast to complete in 2025)



- (ii) Bring forward to consultation the **“main” scheme** with transformational changes proposed on Theobald’s Road, Great Russell Street, the section of New Oxford Street (see Figure 10) between Bury Place and Museum Street, High Holborn and the Holborn gyratory amongst other locations. Subject to that consultation and decision-making, it is hoped to start construction of the main scheme within the forthcoming 3 year Delivery Plan period.

Figure 10: How a motor-traffic free section of New Oxford Street could look



H. Strategic and Local Walking Schemes

2.25. Around half of all Camden residents' trips are now made on foot – up from 42% when the CTS was adopted. Pedestrians are at the top of the road user hierarchy set out in the CTS, and virtually all of the schemes within other categories in the proposed three-year plan will also incorporate significant improvements for anyone walking or wheeling.

2.26. In addition, the proposed Plan includes a number of bespoke strategic/local walking interventions, including:

- *The Euston to King's Cross Wellbeing Walk* – detailed feasibility is underway to provide a high quality, pleasant walking connection on the south side of the Euston Road between these two locations, with better pedestrian crossings, reduced traffic, new street trees/urban greening, enhanced lighting and so on. The whole route is expected to be completed by 2028;
- *Granary Street & Camley Street* – significant opportunities, and s106 funding linked to local developments, are available to enhance the pedestrian experience and public realm on these two streets on the edge of Kings Cross/St Pancras. Phase 1 works are complete on Granary Street and remaining measures, including better pavements, tightened side road junctions, connections to the new bridge over the canal on Granary Street, and others will be complete in the forthcoming 3-year plan period;
- *Borough-wide Walking & Accessibility Action Plan measures* – including new zebra/pedestrian crossings as multiple “bespoke” locations, provision of Countdown facilities at all suitable locations in the Borough, progression of actions from “access audits” at various scheme sites, updated wayfinding, and our safer/accessible junctions programme at side road

2.27. We will also continue to work with TfL and London Living Streets on the roll out/upgrade of other potential strategic walking routes in the Borough including as part of the “**Central London Footways**” initiative which Camden has been a partner organisation of.

I. TLRN/TfL led schemes with Camden input

2.28. Approximately 5% of Camden's road network is managed by TfL via their “Red Route” or “TLRN” network. However, these roads carry a higher percentage of total vehicle traffic volumes in the Borough, as they tend to be the largest/strategic through roads across Camden (such as Camden Road, Euston Road etc), and are also priority locations for road safety improvements based on road traffic casualty data.

2.29. Camden has been working closely with TfL for several years to make Healthy Streets improvements to the TLRN; recent examples include new cycle lanes and pedestrian improvements on Hampstead Road/Oakley Square and upgraded pedestrian/cycling crossings on Camden Road.

2.30. In the next 3-year period we will be working in partnership with TfL to bring forward road safety, active travel, public realm, bus priority and urban greening projects on the TLRN at locations including Grays Inn Road (north), Camden Road, Camden Street (south), Camden High Street (south) and Euston Road.

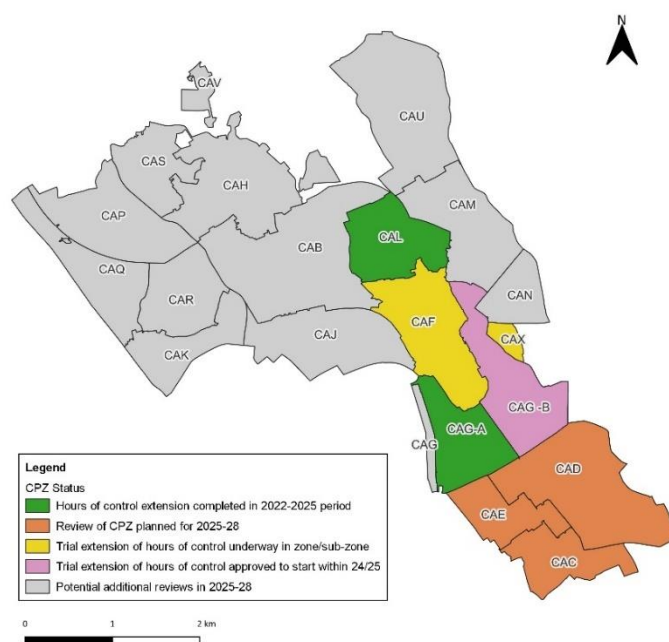
J. Cleaner, Fairer Parking & Kerbside Management

2.31. Parking policies and projects continue to play a key role in helping deliver multiple objectives within the CTS, including (but not limited to) Objective 2, which is “to reduce car ownership and use, and motor traffic levels in Camden” and Objective 1, “to transform out streets and places to enable an increase in walking and cycling”.

2.32. In the three-year period to 2028 we propose to:

- (i) Continue to **review Controlled Parking Zones**, with priority zones to review based on the Borough-wide CPZ study updated following the pandemic. From 25/26 onwards, we will begin by undertaking reviews of CA-C, CA-D and CA-E (south of Euston Road), exploring with stakeholders ideas to extend parking hours of control and/or size of zones/sub-zones. Further CPZ reviews will take place thereafter;

Figure 11: Controlled Parking Zone reviews current/planned



- (ii) Continue to explore the potential for a **Workplace Parking Levy** in Camden, completing the feasibility study which is currently nearing conclusion and next steps subject to the outcome of that study as required;
- (iii) Implementation of the full, phased in delivery (subject to completion of outstanding statutory processes) of our **Cleaner, Fairer Parking** proposals and further reviews of parking fees, charges and terms and conditions as required in order to help meet multiple transport/related environmental objectives;

2.33. In addition, under this programme we will also look to continue to repurpose our kerbside through the continued, ambitious roll-out of **Electric Vehicle Charging Points (EVCPs), cycle hangars and dockless bike hire/e-scooter bays**.

2.34. With respect of **EVCPs**, we have plans in place to install a further 600 plus charge points (mixture of fast and rapid chargers) by 2026, with bids in place for a further 500 lamp column charging points. Around 50 of the fast-charging points are being proposed to support car clubs to support EV operation of car clubs at those locations. Further bids/procurement exercises to deliver additional EVCPs will take place during the next three-year period.

2.35. We will continue to roll out secure residential cycle parking through **cycle hangars** throughout the three-year period, looking to install a minimum of 100 units per annum to help meet the Borough's growing demand/waiting list for such facilities. Opportunities for additional funding and resources to expand delivery further will also be explored. We will also look to install further adapted/bespoke bike hangars to assist residents with non-standard bicycles.

2.36. **Shared mobility, and micro-mobility**, is an increasingly important part of the transport mix in the Borough and over the next three years we will:

- (i) Continue to expand the current provision of 208 **dockless bike/e-scooter bays** in the Borough, by extending existing locations and creating new ones to help manage demand, with an ambition to deliver a minimum of a further 100 bays. Alongside this we will continue to work with operators to further improve parking bay compliance levels, including to (a) investigate the opportunity for technical solutions to reduce the risk of spillover of vehicles outside of marked bays, including "Bluetooth" beacons (which limit potential "GPS drift" beyond the parking bay) and (b) auditing existing bays/designs to ensure both capacity is sufficient for current/expected volumes of vehicles and that bay design minimises the risk of bikes being parked obstructively on the periphery of the marked bays;
- (ii) Continue to roll-out **green mobility hubs** in the Borough, which comprise a mixture of features ranging from car clubs to cycle-e-scooter

hire, EVCP and cargo bike provision. The first such hubs are due to be completed in Somers Town and Kentish Town (2024 and 2025) and we will use learning from those locations to expand the scheme elsewhere in Camden;

Figure 12: Proposed green mobility hub, Chalton Street (Somers Town)



- (iii) Continue to expand the provision of **Santander Cycle Hire** sites in the Borough (currently 66 locations), in-filling gaps in the existing network and pushing provision further north including to the Kentish Town area, mainly using funding secured through s106 agreements with developers via the planning process

2.37. To help plan the ongoing delivery of shared transport options, we have developed a “Shared Transport Accessibility Level” analysis, highlighting the relative level of provision of car clubs, dockless bike hire/e-scooter bays, shared cargo bikes for hire and Santander Cycle Hire across Camden. The level of provision is scored from 0/1 (very low) to 6b, in the same way as **Public Transport Accessibility Level (PTAL)** is plotted for all of London by TfL. Alongside the “current” STAL level, we have also produced a “target” STAL level for each grid square in the Borough, reflecting it (for example) that it is highly unlikely that Santander Cycle Hire will be rolled out Borough-wide in the near future due to the cost of infrastructure, and lack of sufficient planning gain to fund that cost, in sufficient areas of Camden.

2.38. Both the “current” (Figure 13) and “target” (Figure 14) STAL for each area will be used (alongside stakeholder feedback, capacity constraints and so on) to help guide investment decisions, and securing contributions (for example, from new developments via s106 agreements) towards the provision of additional shared/micro-mobility options in each part of the Borough in the new 3-year plan.

Figure 13: Current (actual) STAL level

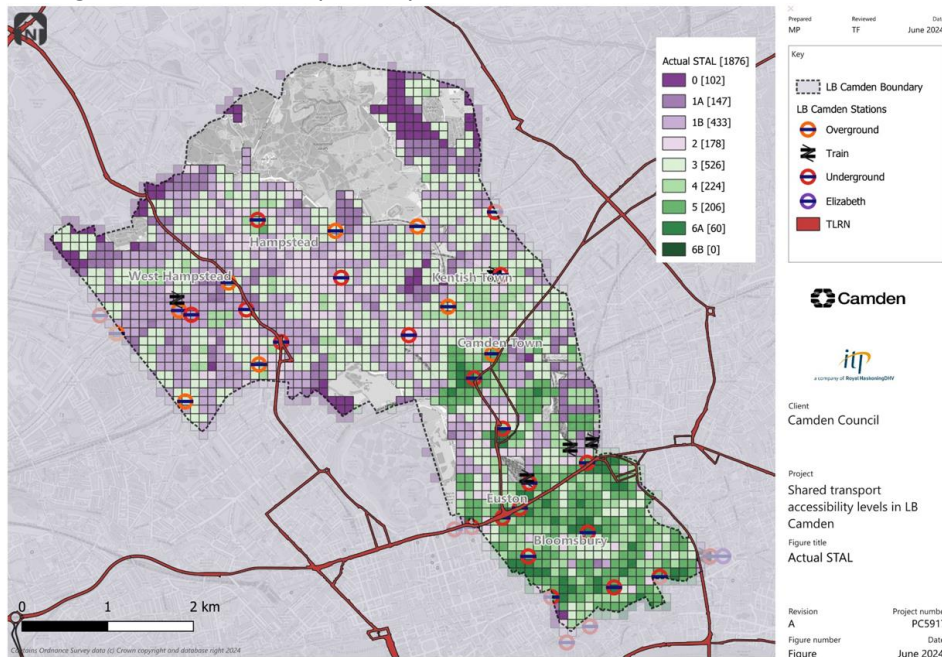
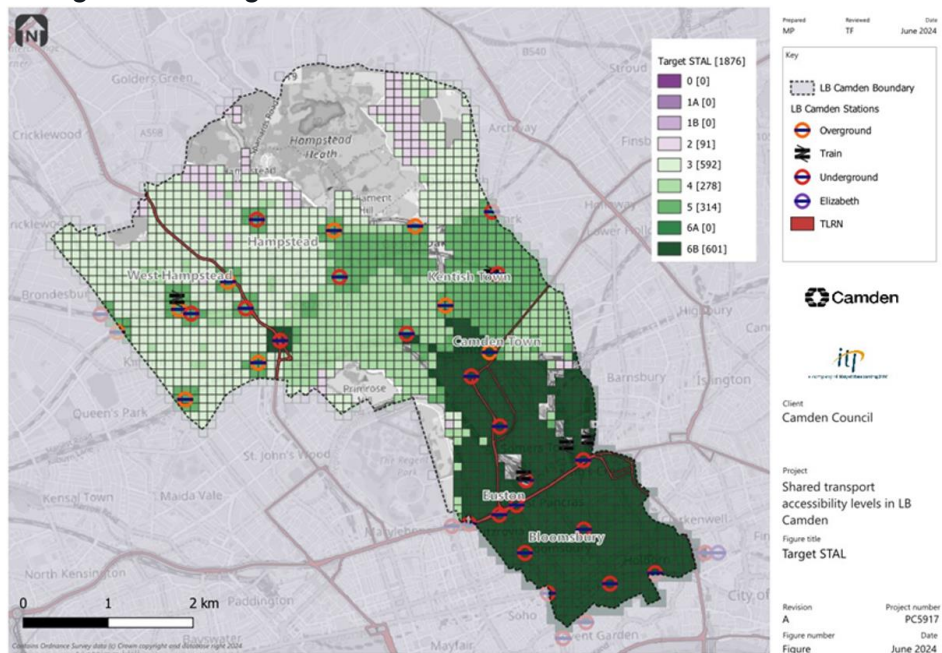


Figure 14: Target STAL level



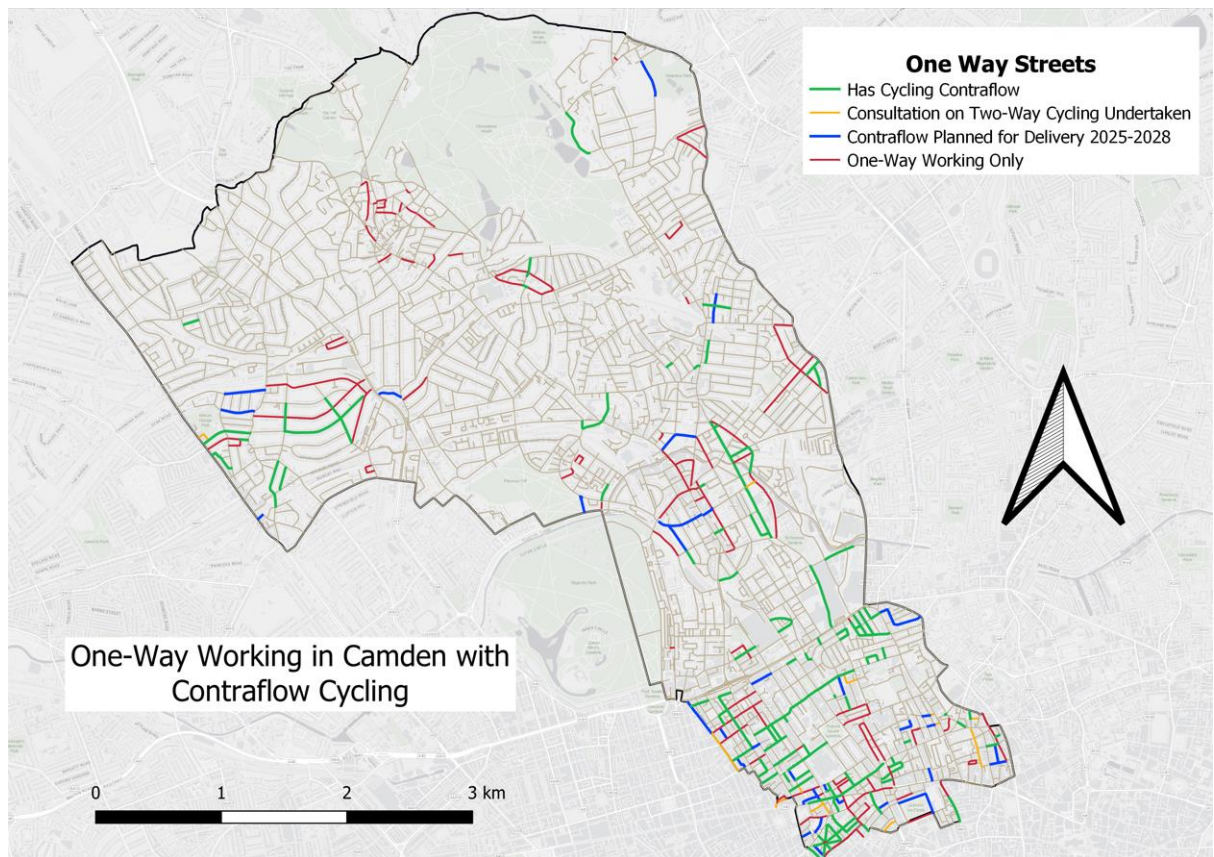
2.39. During this three-year period we also aim to expand the roll-out of our “**parklet**” programme, following a trial of a handful of locations to this point. This would enable local communities to identify, be supported in delivering, and then maintain the transfer of pockets of kerbside space from parking to greenery, seating, climate resilience measures and more. Further Council funding will be used to support this programme.

K. Behaviour change programmes/complementary measures

2.40. Alongside the main infrastructure/policy proposals outlined above, supporting initiatives include more minor changes to our streets, and educational/awareness raising activities are – as set out in the CTS – equally important to helping deliver our transport and related objectives. These schemes are shown in Appendix B2 and include “business as usual” programmes such as cycle training, road safety/speed reduction measures, cycle permeability improvements, School Travel Planning and so on.

2.41. Under the “cycle permeability programme” Figure 15, below, shows the extensive work done to date to make our one-way streets two-way for cycling; further streets where two-way cycling is feasible will form part of this package of work to 2028. By the end of this current 3-year plan, it is expected that 50% of the total length of one-way streets in Camden will have contraflow cycling (up from 38% currently).

Figure 15: Cycle contraflow mapping (current/planned)



2.42. In the three-year period 2025/26 to 2027/28 we also intend to launch an overarching “**Healthy Travel Choices**” programme which will coalesce our various behaviour change/related schemes into a set of initiatives under common branding and delivery mechanisms. The details of this programme will be developed over the next few months and launched in 2025/26. It is intended that additional funding will be made available, under this programme, to support active travel projects led

by community groups and to support cycling initiatives for disabled people living in, or visiting, Camden.

2.43. This part of the Delivery Plan will also ensure that next steps contained within the Boosting Car Clubs and Vision Zero: Spotlight on Motorcycle Safety (see Appendix C), and “near-term” actions within the recently adopted **Freight & Servicing Action Plan**, are brought forward.

Appendix B2: 3 Year Delivery Plan 2025-2028 – Matrix of Schemes

See separate spreadsheet

Appendix B3: LIP Programme of Investment 2025- 2028

See separate document