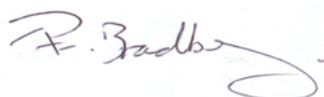


LONDON BOROUGH OF CAMDEN		WARDS: All
REPORT TITLE Camden Transport Strategy Annual Update (2025)		
REPORT OF Director of Environment & Sustainability		
FOR SUBMISSION TO Culture and Environment Scrutiny Committee		DATE 8 th December 2025
SUMMARY OF REPORT <p>The Camden Transport Strategy (CTS) was adopted by the Council in April 2019. Annual update reports tracking progress on delivery of the CTS have been reported previously to Culture & Environment (C&E) Scrutiny Committee. More recently, a report to C&E Scrutiny Committee in November 2024, and then Cabinet, reviewed progress in delivering the CTS to that point, and sought and received approval for a new 3 year Delivery Plan covering the period 2025/26 to 2027/28.</p> <p>This report summarises progress and challenges in delivering that Plan, to date, in 2025 (calendar year) and briefly highlights the main activities scheduled to come forward in 2026. It also includes an assessment of the extent to which the Council is meeting targets (both strategic and local level) set out in the CTS and risks/mitigations to future progress.</p> <p>Local Government Act 1972 – Access to Information No documents that require listing have been used in the preparation of this report.</p> <p>Contact Officer: Sam Margolis, Head of Transport Strategy & Projects, sam.margolis@camden.gov.uk, 5 Pancras Square, 020 7974 6934</p>		
RECOMMENDATIONS <p>That the Committee notes, comments on and considers the contents of this report including progress made in delivering the Camden Transport Strategy during 2025 and planned activities/schemes in 2026</p>		



Signed:

Richard Bradbury, Director of Environment & Sustainability

Date: 25th November 2025

1. Purpose of Report

- 1.1. The [Camden Transport Strategy \(CTS\)](#) was adopted by the Council in April 2019. Within the reporting section of the CTS, a commitment was made to produce *“an annual report which outlines performance against targets, sub-targets as part of individual Action Plans, and progress against the key actions contained within those supporting Plans”*.
- 1.2. This report provides that annual update including progress during calendar year 2025 (circa 12 months since the latest 3-year Delivery Plan was signed off by Cabinet in November 2024) and key highlights of the planned programme for 2026.

2. Background to the report

- 2.1. The [Camden Transport Strategy \(2019\)](#) is titled “Healthy Streets, Healthy Travel, Healthy Lives”. This title reflects the over-arching Vision of the CTS, which is to transform transport and mobility in Camden, enabling and encouraging people and goods to travel sustainably, nurturing healthier lifestyles, and creating radically less polluted places.
- 2.2. Seven main objectives, each with multiple supporting policies and measures within them, support delivery of this Vision. Those objectives include: transforming our streets and places to enable an increase in walking and cycling; reducing car ownership and use, and motor traffic levels; delivering a sustainable transport system and streets that are accessible and inclusive for all; reduce and mitigate the impact of transport-based emissions and noise, and so on. Four supporting Actions Plans, covering Road Safety; Cycling; Walking & Accessibility; and Electric Vehicle Charging Points (EVCPs) were produced as part of the CTS, and a fifth (Freight & Servicing) has subsequently been consulted and adopted.
- 2.3. Measures and policy changes delivered through the CTS contribute to wider Council strategies and plans. In particular, the CTS plays an important role in the delivery of We Make Camden, including to help create clean, vibrant, sustainable places and making it easier for people to travel by active modes of transport. The CTS also contributes significantly to actions and deliverables within both the [Climate Action Plan](#) and [Clean Air Action Plan](#), including measures identified by the Citizens Assembly on the Climate Emergency – such as increasing the number of segregated cycle lanes, car-free zones/days, the roll out of incentives and initiatives to support electric modes of travel, and urban greening on our streets.
- 2.4. The “Healthy Lives” element of the Transport Strategy title also reflects the importance of transport policies and measures in helping achieve public health outcomes, through better air quality, increased physical activity via walking, wheeling and cycling and enabling better access to jobs and services through enhanced transport connections. Improved connectivity, and the significant improvements to our places and public realm that Healthy Streets schemes can

(and do) deliver, also contribute significantly to the Council’s ambitious inclusive growth and place-making strategies.

- 2.5. In [December 2022](#) a report to Cabinet, having also been presented previously to Culture & Environment Scrutiny Committee in [November 2022](#), reviewed progress in delivering the CTS to that point, and sought and received approval for a new 3 year Delivery Plan covering the period 2022/23 to 2024/25. A further annual update progress report was presented to C&E Scrutiny Committee in [February 2024](#), and in [November 2024 Cabinet approved](#) (again, following discussion at Culture & Environment Scrutiny Committee) the three year CTS Delivery Plan for the period 2025/26 to 2027/28. That 3-year plan contains an ambitious programme of schemes, measures and policies for development and implementation over that period, subject to individual consultation, decision-making and equalities considerations.
- 2.6. The remainder of this report summarises (i) progress/challenges against that 3-year plan during 2025 (calendar year) in terms of both “outputs” (deliverables – details in Appendix A) and “outcomes” (progress towards targets etc – details in Appendix B) and (ii) highlights of the forthcoming 2026 programme.

3. Review of CTS Delivery Plan progress in 2025 - Outputs

- 3.1. In 2025 the following high-level outputs have been delivered across the programme as shown in Table 1 below, with the total for each output in the Borough and an estimate of the deliverables for 2025:

Table 1: Review of main outputs/deliverables

Scheme	2025 deliverable	Total in Camden
Dockless bike/e-scooter parking bays	10***	226 bays***
Cycle hangars	89**	430**
Cycle permeability schemes (one-way streets to two-way cycling)	12	96
Electric Vehicle Charging Points	162	720
Modal filters – full traffic restrictions	4	126
Healthy School Streets	1*	37
Segregated cycle lanes – new (length, km)	0.9km	25km
Segregated cycle lanes – upgraded (length, km)	4.4km	
Bus lanes (length, km)	0.8km	See note****
Number of new street trees	77	TBC
Sustainable Urban Drainage Systems (highways schemes) - quantity (m2)	1,225m2	3,425m2

*1 scheme implemented at time of writing report, with a further 5 approved for implementation following consultation

** a further 229 hangars have been ordered with implementation expected early 2026

*** 22 new bays expected to be delivered in early 2026

****[indicator used](#) is proportion of bus routes with bus priority measures, which for Camden is now 33%.

- 3.2. Schemes and initiatives within the 2025/26 to 2027/28 Delivery Plan have been split into 11 broad categories, as summarised in Table 2 below:

Table 2: Delivery Plan Scheme Types/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, 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 Holmes Road area, and “new/emerging” schemes where consultation has not yet taken place, including across the “Central Activities Zone” within Camden
C. Healthy School Streets & Healthy Hospital Streets	Measures to improve road safety and enable walking, cycling, wheeling and public transport to and from schools/hospital locations 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), and in the vicinity of hospital/public health locations such as Great Ormond Street
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

Programme Category	Brief Description/summary
	trial pedestrianisation of Camden High Street currently underway (launched in May '25)
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 £55m+ 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
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, parklets (such as on Leighton Road) cycle training, cargo bike purchase incentivisation, cycle loan schemes, school travel planning, and variety of road safety/education measures.

3.3. Details of schemes delivered during 2025 within each of those categories are contained in **Appendix A**. Highlights include:

- The launch of the pedestrianisation of **Camden High Street (north)** in May '25, with the 18 month trial now well underway and engagement events/monitoring taking place;



Camden High Street:
pedestrianisation trial

- Approval of the **£12m Better, Safer Kilburn** project has been granted with work now underway to bring that transformational high street scheme forward to construction;
- Progression through to “Gate 2” approval of TfL’s Liveable Neighbourhood programme for the **Holborn LN project, a £55m** scheme to transform the streets and public realm in this key area in the heart of London. Extensive engagement and early design work has taken place with a full public consultation due in late summer 2026.
- Upgrading/creating **over 5km of high quality cycle routes** across the Borough, making previously “trial” schemes permanent with upgraded cycle tracks, public realm, urban greening and pedestrian/road safety enhancements. This includes trial to permanent schemes on York Way, St Pancras Way, Chalk Farm, Haverstock Hill, Randolph Street/Agar Grove and Grays Inn Road, and entirely new segregated cycle track schemes constructed on Crowndale Road and a section of Camden Street, contributing to a Borough-wide network of over 25km of separated cycle lanes;



New cycle tracks and junction safety measures:
Adelaide Road/Chalk Farm Road junction

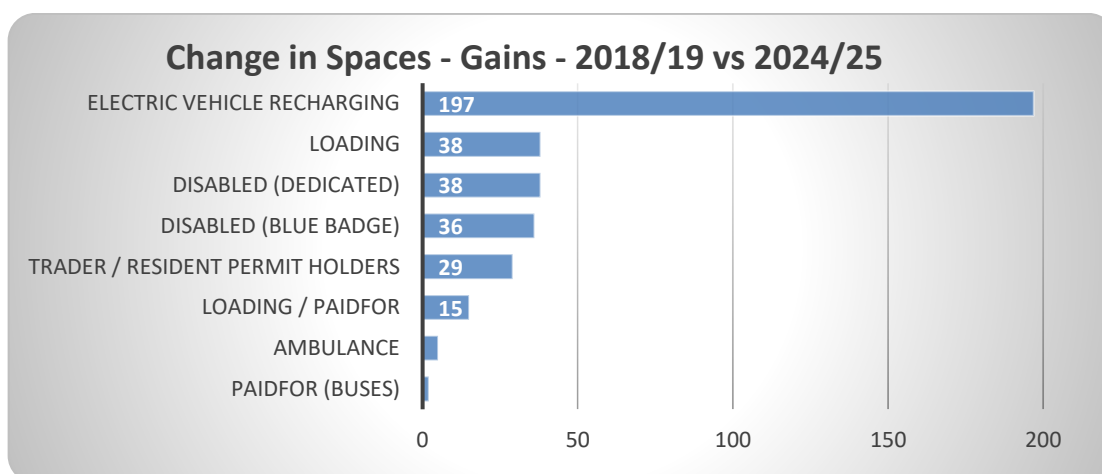
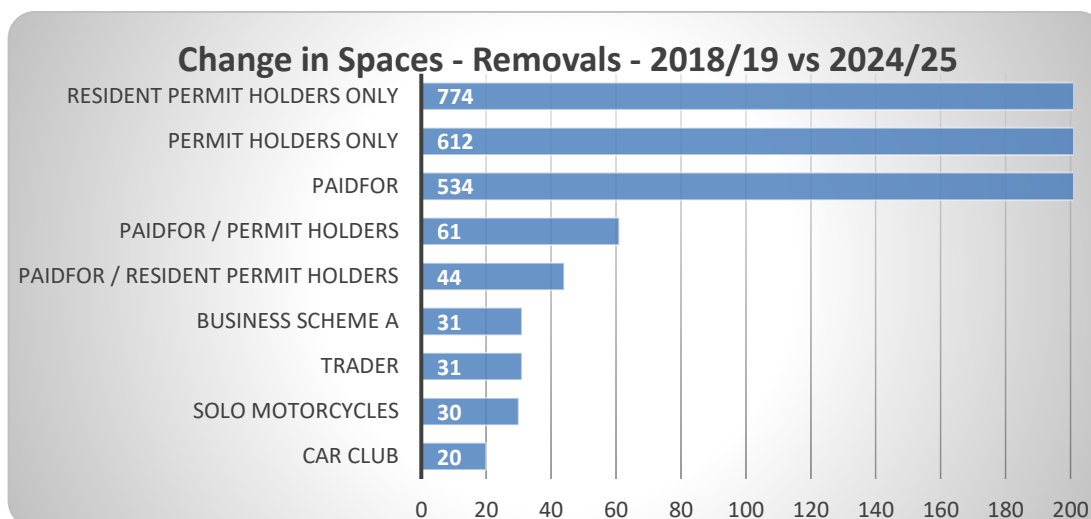
- **Junction safety** improvements were delivered at key locations including Chalk Farm Road/Adelaide Road, and Baynes Street/Royal College Street, with measures implemented that aim to reduce the likelihood of collisions involving vulnerable road users;
- Completion of the **trial to permanent upgrades** of the Camden Square Safe & Healthy Streets project and commencement of new, trial through-traffic restrictions in the Holmes Road area;
- During the calendar year we **increased the amount of Sustainable Urban Drainage Systems on our highways network by 50%**, with almost 3,500 m² of these facilities now on our streets – the equivalent of around 13 full size tennis courts.



Camden Square permanent scheme: new crossing from Murray Street across Agar Grove towards Camley Street

- In total, around 33 **full public consultations** on Safe & Healthy Streets/transport policy schemes were undertaken in calendar year 2025 on our [We Are Camden](#) consultation hub – more than one per fortnight, alongside the delivery of initiatives set out in Appendix A.
 - The launch of our “**Healthy Travel Choices**” programme of supporting measures including cycle training, cycle loan, cargo bike hire and permit scrappage schemes.
- 3.4. To deliver these transformational changes (see Appendix A for details) we have continued to make extensive amendments to our kerbside, in particular changing space previously used for parking of motor vehicles to more sustainable uses, as shown in Figure 1 below. This is line with Policy 1c of the CTS which states that *“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”*.

Figure 1: Parking/kerbside changes since CTS adopted



3.5. In summary, those changes have meant that:

- Since the CTS was adopted in 2018/19, 16% of all paid for parking spaces in the Borough have been repurposed, and 10% of all resident/permit holder spaces – a cumulative total of almost 2,000 spaces and;
- Between 2023/24 and 2024/25 alone, 273 resident/permit holder spaces were repurposed for more sustainable uses, and 82 paid for parking spaces.

4. Review of CTS Delivery Plan progress in 2025 – Outcomes

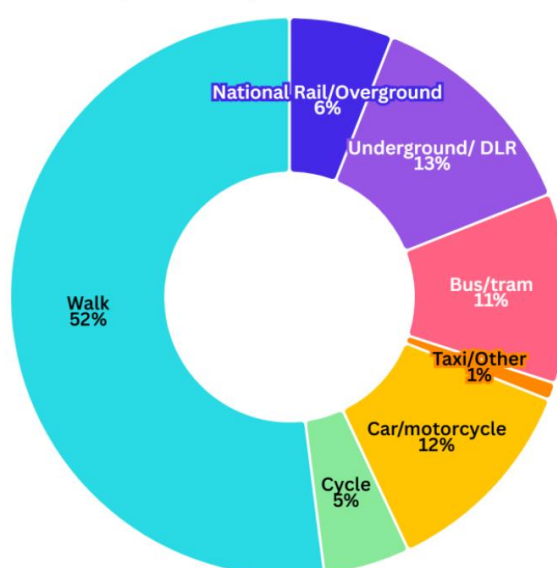
- 4.1. Scheme by scheme monitoring data (air quality, traffic/cycling/pedestrian flows, road traffic casualties, bus speeds etc) continues to be collected on relevant Healthy Streets initiatives and made available via monitoring data through, for example, published decision reports. Prior monitoring data reports are also made available on our [Commonplace pages](#).
- 4.2. In addition, at a “macro” level, this annual update report contains an analysis, including latest available data, of progress the Council is making towards each of the “strategic” and “local” targets identified in the CTS. See **Appendix B** for

more details. As set out in that Appendix, good progress continues to be made against several of those targets, including:

- The percentage of Camden residents trips made by “**sustainable modes**” – (walking, cycling and public transport) has risen from a baseline (2017) of 85%, to 87% (2024 – latest available data) as seen in Figure 2, below;

Figure 2: Mode share (Camden residents trips)

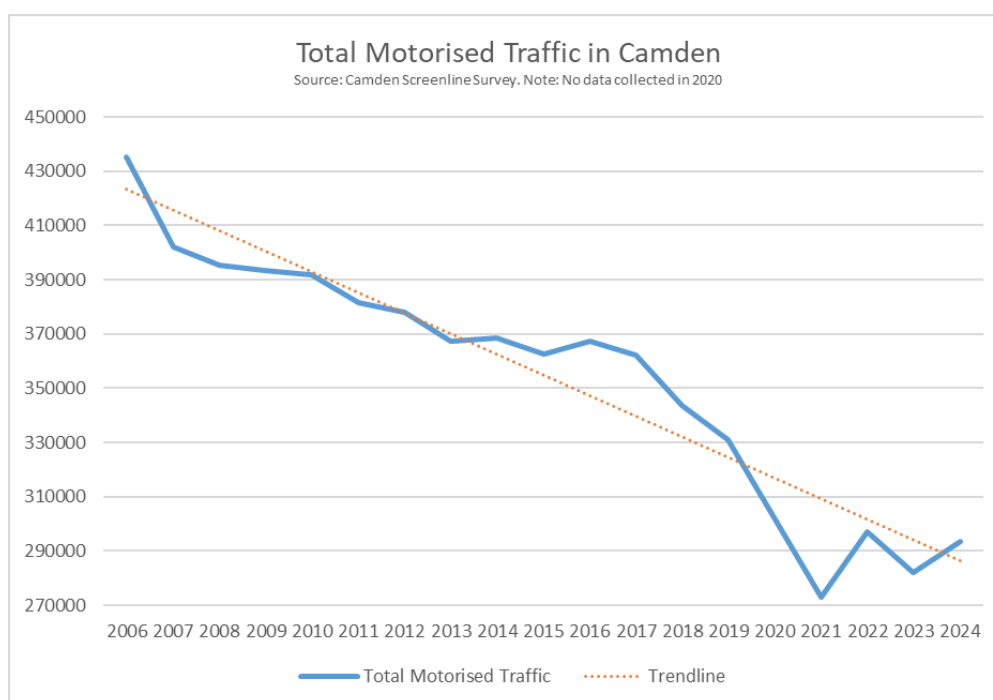
Camden mode share (2022-2024)



- Within that over-arching mode share, **trips made by walking** continue to see excellent growth in the Borough. Walking mode share by residents has increased from 42% of all trips (2017 baseline) to 52% (2024); already in excess of our long-term target of 50% by 2041.
- Walking and cycling, combined (“active travel” modes), now comprise almost 57% of all trips made by Camden residents. More people in Camden are connected to **safe cycle networks** than ever before; by 2024, 61% of our residents were within 400m of a strategic cycle network route, on track towards our 2030 target (70%). And **cycle flows (volumes)** at 88 [TfL count points in Camden](#) were **up by 43%** between 2019 and 2024.
- The percentage of all Camden residents trips undertaken by car has reduced by a further percentage point, to 12%. The **number of cars owned** by households in Camden has reduced by 21% in the last 7 years, from 55,102 in 2016 to 43,696 in 2023 - this reduction is **double the rate** observed in the borough with the second highest reduction (10% in the Royal Borough of Kensington & Chelsea). And **motor traffic volumes** in the Borough – measured across a network of “Screenline”

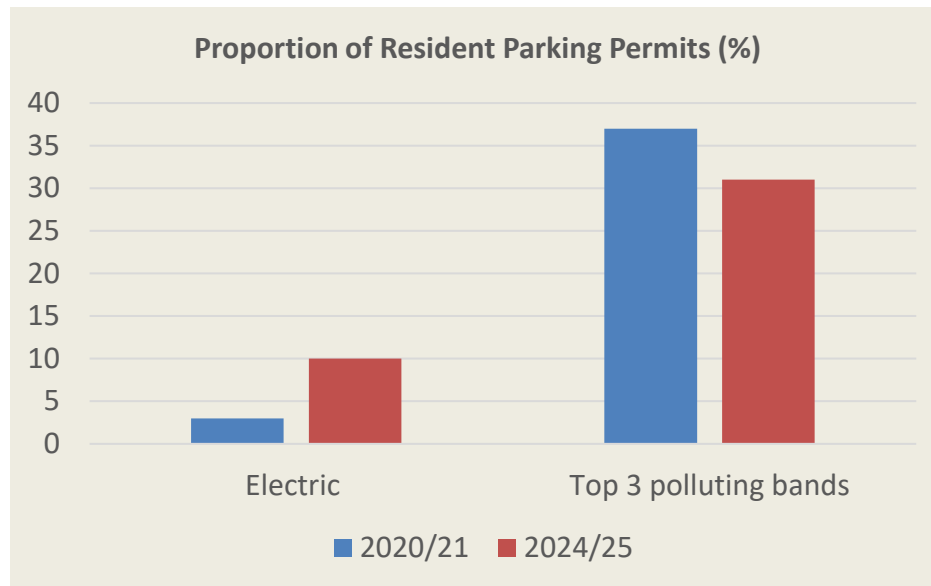
count points – have **reduced by a third** in less than two decades, as shown in Figure 3, below:

Figure 3: Motor traffic volumes in Camden (Screeline count points)



- In terms of **environmental performance** in Camden, compared to baseline data (2016), **NOx emissions from road transport are now down by 64%, CO2 emissions by 31%, PM10 emissions by 44%, and PM2.5 emissions by 52%.** For most of these emissions types (from road transport) we are on track to meet our medium term (2031) and longer term (2041) targets, accordingly. This shift has been achieved by both reducing the volume of motor vehicles in the Borough, but also the composition of those vehicles. As shown in Figure 4 below, whilst the proportion of all residents parking permits which are electric have nearly trebled, the proportion in the top 3 polluting bands has reduced from 37% to 31%. Our recently introduced [Cleaner, Fairer Parking](#) measures are expected to help continue these trends, and improved air quality outcomes arising from these changes contribute towards wider public health goals.

Figure 4: Resident Permits Issued by vehicle type (emissions)



- From a **road safety** perspective, **Killed and Seriously Injured (KSI) casualties have reduced by 43%**, when comparing the latest full year figures (2024) to the 2010-2014 baseline. This is the highest reduction of any inner London Borough, and the second highest reduction of any London Borough overall. Since the CTS was adopted in 2019, KSIs have reduced in Camden by 27%; again this is the **highest of any inner London Borough** and again the second highest reduction of any London Borough overall.
- **Vulnerable road user KSI casualties** (pedestrians, cyclists and powered two wheelers) have also decreased significantly. Pedal cycle KSIs have reduced by a third in the last decade (2014-2024) in Camden, and motorcycle KSIs by 63%. For motorcycles specifically, there was a 25% reduction in KSIs between 2023 and 2024.

4.3. However, as also set out in Appendix B, Camden is currently falling behind a number of other strategic/local targets set out in the CTS – see the “amber” and/or “red” targets within that Appendix. For example:

- The indicator of “*percentage of residents doing at least twenty minutes active travel per day*” has actually decreased slightly, from 48% (2014-2017 baseline) to 46% (2022/23 to 2023/24), and thus substantially off target levels (though noting the last single year of data, in 23/24, actually saw this [increase to 50%](#) in Camden);
- Whilst substantial road safety improvements have been made (see above), the levels of KSIs in Camden are still around 100 a year, which means we are currently not on track to meet our “Vision Zero” goal (no KSIs per year) by 2041 and;
- Public transport trips in Camden have reduced significantly since the pandemic (though it is noted this trend is common across many parts

of London relating in part to changing travel patterns, such as more working from home, and to some extent by mode shift to walking and cycling) and;

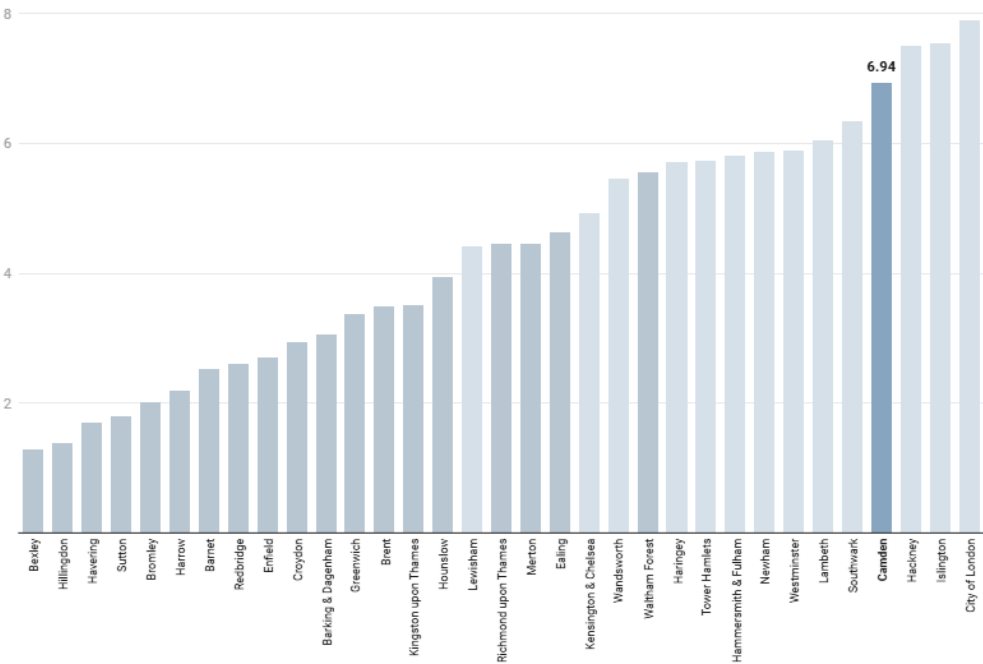
- We continue to underperform with respect of our “local” target of the “percentage of schools with accredited Travel Plans”; just a third of our schools currently have such plans. Further work and resources are being identified to increase this percentage moving forwards.

4.4. As noted previously to the Committee, independent assessments of the respective performance of Local Authorities transport outcomes are carried out, both within London and nationally. Within London, the [Healthy Streets Scorecard](#) provides independently monitored data to show the health of each Borough’s streets based on ten indicators – including extent of traffic-restriction measures, length of protected cycle lanes and bus priority corridors, controlled parking zones and so on.

4.5. Camden continues to be ranked by this assessment (excluding the City of London) as **the third-placed Borough overall**, with a score of 6.94 (out of 10 – an increase in score of around 0.5 on prior year) – see Figure 5, below. The Scorecard assessors noted that Camden:

“Continues to perform strongly in the Healthy Streets Scorecard, delivering consistently high results across a wide range of sustainable transport and infrastructure indicators.....Camden’s consistent top-tier performance positions it among the leaders in Inner London”

Figure 5: 2024 Healthy Streets Scorecard results

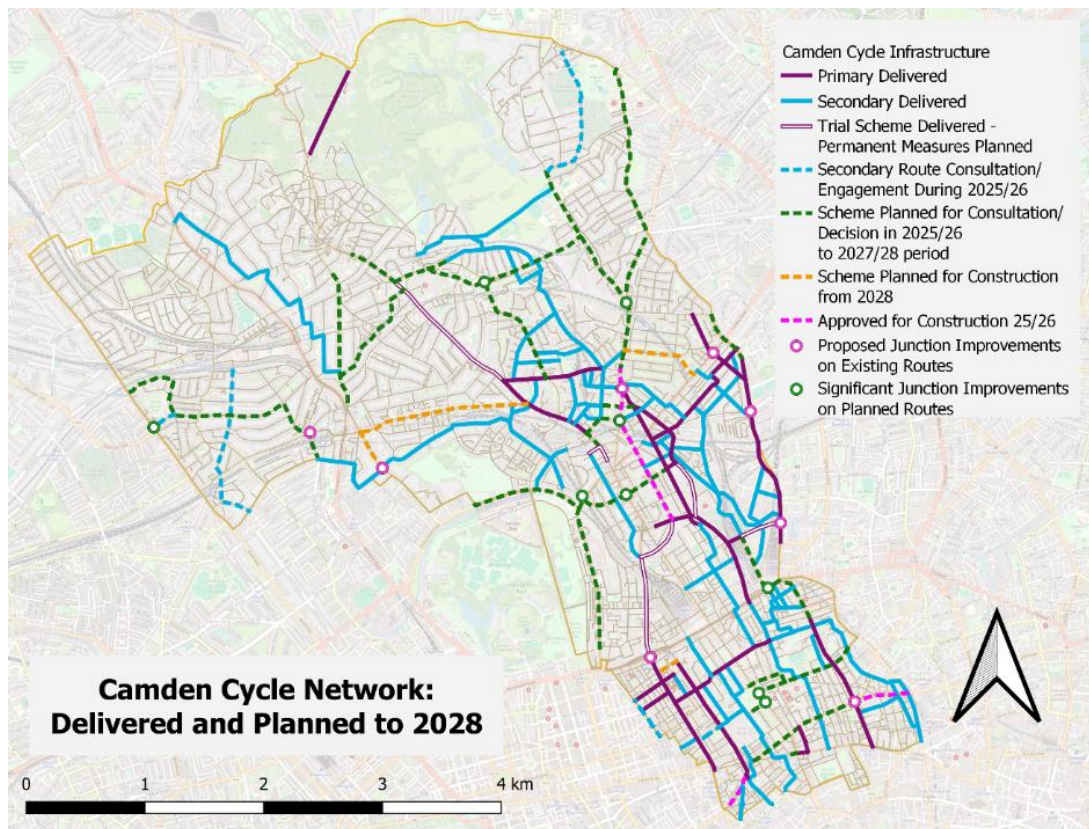


- 4.6. Again as previously advised to the Committee, nationally, the [Council Climate Action Scorecards](#) assessment monitors all UK Councils on actions taken towards achieving “net zero”, based around seven different sections. With respect of transport, in 2025 Camden again scored as the **highest ranked authority across the country**, with a score of 71% - up from 68% in 2023.

5. CTS Delivery Plan – 2026 planned activities (highlights)

- 5.1. Many of the schemes noted in section 4 will continue into 2026 – for example where consultations/decisions are now complete and construction activities will continue to take place into the next calendar year (for example, the Clerkenwell Road and Albany Street Healthy Route schemes).
- 5.2. The remainder of the programme will continue, subject to individual scheme consultations and approvals processes, on the Delivery Plan for [2025-2028](#) previously approved by Cabinet. Key schemes coming forward in 2026 will include:
- Development of proposals for consultation for “**Phase 2**” of **Camden High Street**, seeking views from the public on ideas to extend the current, trial traffic-free area further north to the junction of Chalk Farm Road/Castlehaven Road;
 - Further development of the **Holborn LN project**, including consulting/implementing further “quick-win” measures and consulting on the “main” scheme;
 - Starting feasibility into **new Healthy Route ideas** and continued/starting construction of “in-flight” cycling corridor schemes on Clerkenwell Road, Albany Street and Haverstock Hill. With approved plans in place, there is expected to be close to 30km of segregated cycle lanes across Camden by the end of 2026 (the current and planned network to 2028, and ideas beyond that, is shown in Figure 6, overleaf);
 - Development and delivery of any remaining “feasible” Healthy School Streets, and “main road school streets” where the former are not possible;
 - Working with TfL to bring forward to consultation schemes on their “TLRN” (red route network) including Camden High Street (south), on the Euston Road, and the Kings Cross gyratory;
 - Continued roll out of EVCPs, dockless bike hire bays and cycle hangars across the Borough

Figure 6: Camden cycle infrastructure map (2025)



- Implementation of a range of walking, road safety and accessibility improvements including the continued roll out of our “accessible junctions”, continuous footways, zebra crossings and safer junctions programmes;
- Implementation/development of schemes set out in the updated Local Implementation Plan (LIP) programme for 2026/27, as previously approved by the Cabinet Member for Planning and a Sustainable Camden, [here](#). The LIP is the set of TfL-funded schemes proposed in the Borough each financial year.

6. Risks, challenges and mitigations

- 6.1. As outlined in sections 3 and 4, good progress is being made with respect of outputs, outcomes and meeting many of our stretching Camden Transport Strategy targets. Camden continues to be a leader in both sustainable transport policy and delivery within London and nationally.
- 6.2. However, the analysis both within this report and elsewhere highlights that there continue to be areas of performance which could be strengthened. Some of those, in particular, were shown in section 4 including where our strategic/local targets are not currently on track. In addition, the latest Healthy Streets Scorecard assessment for Camden shows that:

- At 24%, the percentage of low-traffic neighbourhoods as a proportion of the Borough's area is significantly lower than many neighbouring inner London Boroughs, and only the 15th highest ranking overall;
- Engagement with TfL's Travel for Life schools programme in the Borough continues to be low; Camden has the 9th lowest percentage of schools participating in that scheme of all London Boroughs and;
- The proportion of Camden adults cycling at least once a week, at 17%, is only the 10th highest in London – by comparison, for example, 29% of Hackney adults cycle at least once a week

- 6.3. So, whilst overall performance continues to be strong, there is also significant further work required across multiple areas of the programme in order to improve against particular metrics and ensure that our targets are being met. To that extent, a highly ambitious programme – the CTS Delivery Plan for 2025-2028 – was developed and approved by Cabinet, as noted above. A number of the indicators/metrics reported on in this paper use latest available data that is, never the less, 12 months or more “out of date” and so the impact of schemes delivered in the last year or two may not yet feed through into reported data/results.
- 6.4. Officers will (i) continue to carefully monitor all relevant data/information sources and recommend to the Cabinet Member for Planning and a Sustainable Camden if/where amendments to the programme may be required, seeking approval to do so where necessary in alignment with the scheme of delegation provided in the 2024 Cabinet report and (ii) continue to update this Committee through annual reports (and bespoke topic meetings as required) on progress against actions and schemes within the programme. For example, Officers are bringing forward to this Committee a separate report in January 2026 on the issue of dockless bike hire/e-scooter management in the Borough, following previous similar reports in prior years.
- 6.5. Resources and funding to deliver some elements of the programme is also a challenge. For example, there is further work to be done to meet the current projected funding “gap” between available/expected funds, and expected cost, of the proposed Holborn Liveable Neighbourhood scheme. Funding available from TfL continues to be significantly below pre-pandemic levels, and multiple alternative funding sources are therefore being explored and taken up. This includes the £22m of Council capital funding that Camden has made available to deliver the 2025-2028 programme. For some of the larger schemes in the programme, such as the Holborn LN, we will also be developing robust business and investment cases to help attract third sector investment into the programme, recognising the benefits to local businesses that transformed public realm and streets can deliver.

- 6.6. In terms of resources, the various teams that are central to delivering the CTS Delivery Plan – transport strategy, streets design and highways implementation – continue to operate on a “core” and “flex” model. Core staff within the structures are supplemented by additional resources, such as fixed term posts, where confirmed funding is available, or short term consultancy support. In recent months, for example, a new “Liveable Neighbourhoods Programme Team Manager” position has been created in the Transport Strategy Service, fully funded by external resources, to help ensure smooth delivery of the Holborn LN and Better, Safer Kilburn projects.
- 6.7. Equality considerations, including impacts on groups with relevant protected characteristics, continue to be an important component of the development of, and decision-making processes on, transport schemes. Each scheme has an Equality Impact Assessment (EQIA) outlining the potential positive and negative impacts (and mitigations, where appropriate) of the intervention on the 9 protected characteristic groups, and on additional groups (such as “low income households”) as set out in the Council’s EQIA template. On some of the larger Safe & Healthy Streets schemes, the Council also undertakes “accessibility audits”, working with disabled people and/or groups representing disabled people, to identify measures to improve the accessibility of streets in the scheme area.
- 6.8. In line with commitments in the 2025-2028 CTS Delivery Plan, Officers are continuing to work with relevant stakeholders to set up an annual forum for disabled people/disability group stakeholders. This would ensure that there is an annual opportunity to liaise with the Borough and TfL to identify issues with mobility/transportation in Camden and seek improvements to those problems.
- 6.9. Finally, the success and popularity of some schemes in terms of boosting active travel modes – such as dockless bike hire – have also had impacts on the public realm which require ongoing management. Prior reports to this Scrutiny Committee have been presented on issues/mitigation measures regarding dockless bike hire and (as noted earlier) a further, detailed update report will be presented to the Committee on this issue in January 2026.

7. Timetable and next steps

- 7.1. Each scheme in the programme has its own timetable/next steps. Progress on individual schemes is updated via the [SafeTravel Commonplace](#) website and/or [We Are Camden](#) consultation hub, and through correspondence (email/street notices/letter drops etc) to local residents and stakeholders advising of next steps. Work is also ongoing to better inform stakeholders about progress of schemes once construction is underway/complete.
- 7.2. Progress on delivering the over-arching transport programme/next steps will continue to be updated through these annual Scrutiny Committee reports.

8. Finance Comments of the Director of Finance/Corporate Services

- 8.1. Camden Transport Strategy is funded from Camden existing resource and external sources such as TfL LIP, Section 106 from new developments contributions and Community Infrastructure levy (CIL).
- 8.2. The total amount requested from Camden council's own capital resources is £22m for 2025 – 2028 programme. In some cases, match funding is required to access external funding.
- 8.3. Camden has limited capital resources and calls upon this every year to fund programmes, which exceed available resources. There is an opportunity cost to funding this programme rather than other programme(s).
- 8.4. In terms of TfL funding for 2026/27, £3.701m has been sourced; this is not yet guaranteed and it's subject to Camden's bid being successful.
- 8.5. There is a risk of project slippage; work might not be completed within the 3-year period. The mitigation against this risk will be strong project management and realistic budget profiling.
- 8.6. There is also a risk of funding gap from external sources for example TfL. The mitigation against this risk is some projects will have to be descope.

9. Legal Comments of the Borough Solicitor

- 9.1 There are no significant risks associated with the recommendations but the Committee should give consideration to the following when making any decision.
- 9.2 The Committee must, when carrying out the Council's functions (which includes making decisions), have due regard to section 149 of the Equality Act 2010 (the Public Sector Equality Duty - PSED). This duty includes having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic (including people with a disability) and persons who do not share it. The Council must comply with the duty, which requires rigorous consideration and an open mind, and is personal to decision makers.
- 9.3 In summary, the PSED requires the Council, when exercising its functions, to have 'due regard' to the need to:
 1. Eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Act (which includes conduct prohibited under section 29);
 2. Advance equality of opportunity between people who share a relevant protected characteristic and those who don't share it;
 3. Foster good relations between people who share a relevant protected characteristic and those who do not (which involves having due regard in particular, to the need to tackle prejudice and promote understanding).
- 9.4 The relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion, sex, and 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.

- 9.5 In addition, with reference to disability, the Council has a duty under section 29 of the Equality Act 2010 not to do anything that constitutes discrimination (or victimisation or harassment) in the exercise of a public function, and a duty to make reasonable adjustments.
- 9.6 The Council should also bear in mind relevant parts of the United Nations Convention on the Rights of Persons with Disabilities and the United Nations Convention on the Rights of the Child. Some of those parts relate to (as regards persons with disabilities) the physical environment, transportation, personal mobility and sporting and leisure activities (UNCRPD), and (as regards children) self-reliance and active participation in the community of disabled children, standards of health, dangers and risks of environmental pollution, and recreational and leisure activities (UNCRC).
- 9.7 Further, section 149 provides that the steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities. Compliance with the PSED may involve treating some persons more favourably than others, but that is not to be taken as permitting conduct that would otherwise be prohibited under the Act (which includes breach of an equality clause or rule, or of a non-discrimination rule).
- 9.8 The Council should be aware that the PSED is not a duty to achieve the objectives or take the steps set out in section 149. Rather, the PSED requires the authority to take the specified needs into proper consideration when carrying out its public functions. There must be a proper appreciation of the potential impact of the decision on the equality objectives set out in section 149 and of the desirability of promoting them. "Due regard" means the regard that is appropriate in all the particular circumstances in which the authority is carrying out its functions. Provided due regard is had in this way, including considering mitigation measures as described below, it is for the Council to decide, taking into account all relevant factors (which may, depending on the circumstances, include the requirement upon the Council to operate within its budget) how much weight to give to the equality implications of the decision.
- 9.9 Under section 29 of the Equality Act 2010, the Council must not, when exercising a public function, "do anything that constitutes discrimination, harassment or victimisation" (section 29(6)) and it must make reasonable adjustments (section 29(7)). The duty to make reasonable adjustments arises in relation to disabled persons and under section 20 of, and Schedule 2 to, the Equality Act 2010.

10. Environmental Implications

- 10.1. The schemes delivered in 2025, and proposed in 2026, are expected to have a positive impact on the environment. They aim to deliver the objectives of the CTS a number of which Objectives 1, 2, 5 and 6 aim to reduce the negative impacts of motor traffic, particularly poor air quality, and promote sustainable, active, healthy travel. There are strong links from the programme to the Climate Action Plan and

Clean Air action Plans, including proposals for new urban greening, traffic restrictions, EVCPs and so on.

11. Appendices

Appendix A: Camden Transport Strategy Delivery Plan – Scheme & Progress Details (2025)

Appendix B: Camden Transport Strategy – Outcomes Monitoring (2025)

REPORT ENDS

Appendix A: Camden Transport Strategy Delivery Plan – Scheme & Progress Details (2025)

This Appendix provides details of progress made against each of the sections of the CTS Delivery Plan for 2025-2028 that are summarised in Table 2 of the main report, as set out below:

(A) Healthy Routes – strategic cycling corridors

- 11.1. In 2025 we continued to both upgrade existing, trial “primary cycle corridors” of segregated cycle lanes to permanent measures (alongside pedestrian and public realm improvements) and consulted on a number of new schemes both on the “primary” and “secondary” networks. These are set out in more detail in the sections below.
- 11.2. In total there are now over 25km of segregated cycle lanes across the Borough (a slight reduction, overall, on prior year due to the protected tracks on TfL’s TLRN on Hampstead Road not being fully usable, at the current time, due to ongoing HS2 construction works). Schemes already consulted on, as set out in the sections below, and some of which are now either at construction stage or starting soon (such as Clerkenwell Road, Albany Street etc) will add another circa 5.5km of segregated cycle lanes to the network, bringing the total to over 30km during 2026.

“A1” Healthy Routes (cycling) schemes: “in-flight” cycling corridors

- 11.3. The Cabinet-approved 2025-2028 CTS Delivery Plan envisaged that schemes in this category would proceed to “full/final” construction in financial year 2025/26. Table 1, below, summarises progress made against those schemes at the time of this report (noting that a quarter of the financial year is remaining):

Table 1: Progress of “in-flight” cycle corridor schemes

Scheme	Description	Progress (Dec '25)
Haverstock Hill (Cycleway 6)	Making trial scheme permanent: 3km of cycle lanes on Haverstock Hill and Rossllyn Hill with improved pedestrian crossing facilities	Construction started in early 2025, currently projected to complete in spring 2026
Camden Square (Cycleway 50)	Making trial scheme permanent including pedestrian, cycling, green space and road safety upgrades	Construction complete. Multiple improvements made including improved connections from Murray Street to Camley Street via Agar Grove, upgraded cycle tracks on Randolph Street, as well as public realm interventions on Murray Street, Agar Grove, new crossing points on Camden Square (east and west) etc

Scheme	Description	Progress (Dec '25)
Cleveland Street (Cycleway 63)	Joint segregated cycle scheme with Westminster Council. Includes new zebra crossing on Maple Street/Cleveland Street	Construction started mid-November '25, with completion expected before the end of 25/26 financial year
Clerkenwell Road	Upgrading advisory cycle lanes to segregated, new urban greening and traffic management measures, and major junction upgrade at Theobald's Road/Gray's Inn Road and Clerkenwell Road/Rosebery Avenue junctions	Detailed designs and traffic order consultations complete. Construction expected to start in January 2026.
St Pancras Way	Making trial scheme permanent with separated cycle tracks and other Healthy Streets improvements	Phase 1 construction complete (Wilmot Place to Pratt Street (with fully segregated cycle lanes, crossing improvements and public realm enhancements. Phase 2 (south of Pratt Street to Pancras Road) has been delayed due to ongoing construction of various development sites in that section. Construction of Phase 2 projected for later in 2026.
Gray's Inn Road	Making trial scheme permanent. With-flow segregated cycle lanes, junction improvements, raised pavements at crossings, urban greening	Construction mostly complete. Remaining section outside the Eastman Dental Hospital to be completed once development site construction has been finished (expected 2026/27)
Goods Way	Upgrades to cycle lanes to make temporary scheme permanent, alongside junction improvements at York Way/Goods Way, pedestrian, public realm, urban greening enhancements and creation of new shared mobility hub	Decision (see link) made in March 2025 to make trial scheme permanent and additional measures. Phased construction required due to ongoing works on Google building at the eastern end of Goods Way. Traffic management order for Phase 1 (western end) advertised October '25 with construction projected to start in 2026.
Crowndale Road	Segregated cycle corridor and wider Healthy Streets improvements on Crowndale Road between Royal College Street and Camden High Street	Construction of all elements complete. Feasibility of upgrading junction of Crowndale Road with Camden Street now being investigated, working with TfL as joint highways authority in this location
Shaftesbury Avenue	Extension of separated cycle lanes on Bloomsbury Street to Westminster	Decision made in May 2025 following consultation to progress the scheme (see link). Currently (as at November

Scheme	Description	Progress (Dec '25)
	boundary, with sustainable urban drainage systems and improved pedestrian crossings, and Healthy Streets measures on quiet roads to the north of Shaftesbury Avenue	'25) preparing detailed design and traffic management orders ahead of construction starting in 2026.
York Way	Segregated cycle lanes, pedestrian improvements and junction upgrades along the length of this corridor	Construction completed summer '25, including transformational changes to Market Road junction and new, high quality active travel infrastructure plus urban greening installed along length of corridor

11.4. Images of implementation of some of the above schemes are shown below.



**York
Way/Market
Road junction**
with parallel
walking/cycling
zebra crossings



Upgraded trial-to-permanent cycle tracks on **Randolph Street**, Cycleway 50 route



Left: New permanent cycle tracks on Crowndale Road.
Right: upgraded/new cycle tracks on Agar Grove





New segregated
contraflow cycle
track on **Pratt
Street (east)**

11.5. In addition, significant junction safety improvements for cyclists (and all road users) were completed within 2025 at the following locations:

- **Baynes Street/Royal College Street:** this junction regularly features in London-wide accident “hotspot” locations for cyclists, with southbound cyclists using the segregated contraflow cycle lanes having collisions with motor vehicles emerging from Baynes Street onto the northbound carriageway of Royal College Street, in part due to restricted sightlines. A [series of improvement measures](#) were constructed in 2025 at this location, including a new raised table for vehicles emerging from Baynes Street to slow vehicle speeds, additional signage, a continuous footway across the junction for pedestrian priority, and a short section of contraflow cycle lane enabling cyclists to more easily access the canal towpath.



Above: cycling and pedestrian road safety improvements at Baynes Street/Royal College Street junction

- **Chalk Farm Road/Crogsland Road/Adelaide Road:** this calendar year a very substantial safety upgrade for all users was constructed at this busy junction, with separated phases through the junction for cyclists and improved pedestrian crossings. In addition, new turning movements were created for motor vehicles at the junction, helping ensure that motor vehicle through-traffic can be accommodated on the main road network (Chalk Farm Road/Haverstock Hill/Adelaide Road) rather than using residential streets as “rat-runs” in the Eton Road/Steele’s Road area.



Above: separated cycle stages and improved pedestrian crossings at the Chalk Farm Road/Haverstock Hill/Adelaide Road junction

“A2” Healthy Routes (cycling) schemes: new/emerging cycling corridors

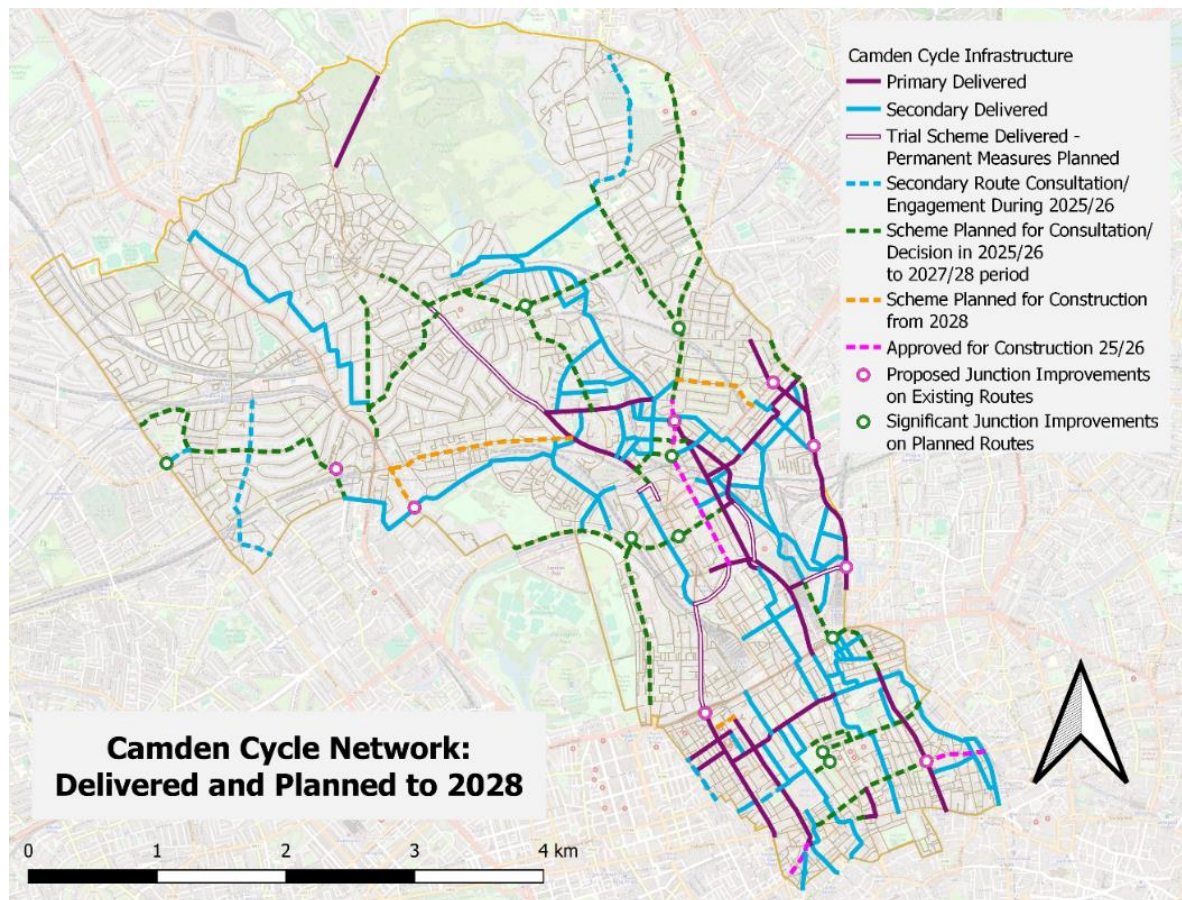
11.6. These schemes were projected in the CTS Delivery Plan to be consulted on and, subject to those consultations/decision making processes, to be brought forward to implementation across the wider 3-year plan to 2028. The full programme of schemes in this section can be found in Appendix B2 of the Delivery Plan, [here](#). As some of these schemes are not forecast to be brought forward until 26/27 or 27/28, the following provides a summary of progress to date where relevant:

- Consultation on a new northbound (uphill) cycle lane on [Fitzjohn’s Avenue](#) took place in summer ’25, along with measures to improve pedestrian facilities at side roads and a new Healthy School Street on College Crescent. At the time of writing, the decision report for this scheme was being drafted for consideration.
- Proposals on **Albany Street** for new cycle tracks, in both directions, as well as new/improved pedestrian crossings, bus journey time reliability measures and urban greening improvements were [consulted on](#) in May/June ’25 and [approved in](#) October. Statutory traffic orders and detailed design work is now commencing ahead of planned construction starting in early 2026.

- Plans to create a new “secondary” cycleway (TfL Cycleway “51”) connecting **Kilburn with West Hampstead** was [consulted on](#) in April ’25. The proposals include measures to restrict through-traffic and improvements for pedestrians. Approval was given following the consultation to proceed with the scheme in October ’25 and detailed design is now underway ahead of statutory consultation and implementation phases in 2026.

11.7. Considering the development of schemes in “A1” and “A2” the current/proposed cycle network/infrastructure map for the Borough is shown in Figure A1, below:

Figure A1: Current/Proposed Cycle Infrastructure Map



(B) Healthy Neighbourhoods

11.8. A number of schemes, both “in-flight” (ie ongoing) from the previous 3-year programme, and new initiatives have been progressed during 2025 to help create healthier, safer streets and neighbourhoods across the Borough. Further details are provided in the sections below.

“B1” Healthy Neighbourhoods schemes – “in-flight” projects

11.9. The Cabinet-approved 2025-2028 CTS Delivery Plan envisaged that schemes in this category would proceed to “full/final” construction in financial year 2025/26 and/or existing trial schemes would continue. Table 2, below,

summarises progress made against those schemes at the time of this report (noting that a quarter of the financial year is remaining):

Table 2: Progress of “in-flight” Healthy Neighbourhood schemes

Scheme	Description	Progress (Dec '25)
<u>Camden Square area</u>	Traffic reduction measures across the scheme area plus wider Healthy Streets improvements including secure cycle parking, electric vehicle charging points, new urban greenery	See Table 1 above – construction complete of both Cycleway 50 and wider Healthy Neighbourhood measures
<u>Dartmouth Park Healthy Neighbourhood</u>	Variety of traffic reduction, public realm, road safety, pedestrian and cycling, urban greening and Healthy Streets measures across the Dartmouth Park area. Joint scheme with Islington Council	Wider <u>scheme paused</u> following public engagement phase whilst ideas are revisited. In the meantime road safety-focussed projects in the Dartmouth Park area are being brought forward, particularly on Highgate West Hill, in 2026
<u>Camden Street (south) area</u>	Traffic reduction and Healthy Streets measures, south of Camden Road, to restrict through-traffic on Georgiana Street, Lyme Street and Pratt Street. Includes a Healthy School Street timed motor vehicle restriction for Our Lady's Catholic Primary School on Pratt Street	Scheme <u>approved for delivery</u> following consultation in January 2025. At time of writing report (November '25) detailed design and statutory traffic order stages being developed with projected construction starting in early 2026.
<u>Holmes Road area</u>	Upgrading previous Healthy School Street scheme on Holmes Road to wider Safe & Healthy Streets intervention with further trial traffic restriction measures and Healthy Streets initiatives (cycle hangars, and further public realm upgrades	Additional public realm/enhanced footways outside schools in the area constructed on Holmes Road, Cathcart Street and Willes Road. Additional trial traffic reduction measures also introduced on all three of those roads, monitoring ongoing ahead of further decision (in 2026) on whether to retain, remove or amend those trial elements of the scheme
<u>King Henry's Road area</u>	Variety of additional Healthy Streets measures to complement motor vehicle weight restriction, including narrowing side road junctions for pedestrian safety, new pedestrian crossings etc	Traffic management order for additional measures advertised in <u>July 2025</u> . At the time of writing this report (November '25) detailed design was underway ahead of construction commencing in early 2026.

Scheme	Description	Progress (Dec '25)
<u>Leather Lane</u>	Traffic reduction measures on Leather Lane and side roads and wider Healthy Streets and road safety upgrades	Construction complete, including new traffic restriction measures, enforced by bollards and signage, at the junction of Leather Lane/Clerkenwell Road and Leather Lane/Baldwin's Gardens, plus cycle permeability measures
<u>Fitzrovia Area Phase 1</u>	Series of Safe & Healthy Streets measures focussed on Howland Street (east) and Whitfield Street (north) with widened pavements and new urban greening	Traffic Management Order advertised <u>June 2025</u> . Following that statutory consultation, construction started on site on Howland Street in September '25 with completion due by the end of 2025/26 financial year
<u>Camden Street/ Bonny Street</u>	Safer streets plus bus and cycle lanes on Camden Street, new pedestrian/cycling crossing point from Bonny Street to Camden Gardens	Construction complete, with new crossing created from Bonny Street to Camden Gardens and new sections of bus lane and cycle lanes on Camden Street
<u>Greening Phoenix Road</u>	Through-traffic restriction measures on central section of Phoenix Road, and Ossulston Street (north), with new areas of greenery, seating and pavements, constructed in 2023/24 as an initial trial	Consultation and subsequent <u>decision made</u> in 2025 to make trial scheme permanent and to introduce new measures, including further public realm improvements, plus a further trial southbound traffic restriction at Chalton Street/Phoenix Road under an 18 month Experimental Traffic Order (due to go live in early 2026)
<u>Bucknall Street area</u>	Through-traffic restrictions measures, one-way working (with cycle contraflows) and new/improved pedestrian crossings and footway build outs	Construction completed during 2025
<u>Seven Dials area</u>	Final element of scheme – permanent public realm, walking and cycling measures on the section of Monmouth Street to the south of Tower Street	Traffic order advertised October 2025, construction expected early 2026

11.10. Construction images of some of the above schemes are shown below.



New traffic restriction at the junction of **Leather Lane and Clerkenwell Road**, protecting the busy market from motor vehicles



New pedestrian crossing connecting **Bonny Street** with Camden Gardens, across Camden Street



New pedestrian crossing at Earnshaw Street/St Giles High Street (**Bucknall Street** area scheme)

“B2” Healthy Neighbourhood schemes: new/emerging measures

11.11. Progress of new Healthy Neighbourhood projects has been more limited to date in 2025, with the majority of resources and funding being used to continue the “in-flight” schemes noted above.

11.12. However, some of these initiatives have developed to further feasibility/consultation stage, as outlined below:

- The **Transforming Gordon Street and Gordon Square (west)** initiative, including through-traffic restrictions on Gordon Street/Gordon Square, new planting, enhanced public realm and places to stop/rest, were [consulted on](#) in summer '25. The scheme decision report is being considered in early December '25, and if approval is granted to proceed construction would likely commence in early 2026;
- **Fitzrovia Safe & Healthy Streets Phase 2** – a scheme to deliver healthier, safer, more climate-resilient streets in the Fitzrovia area is proposed to be extended under “Phase 2” to Chitty Street, Scala Street, Goodge Place, and Whitfield Street south, with consultation planned for winter 25/26;
- **Regent’s Park Area Safe & Healthy Streets** – a variety of measures to reduce through-traffic, enhance road safety and create new areas of public space and greenery were [consulted on for the Regent’s Park \(south\) area](#) in September 2025, with a decision pending at the time of this report. A further scheme covering Regent’s Park (north) is being prepared and due for consultation in winter 25/26.

Completing the final elements of the West End Project

11.13. 2025 also saw the completion of the final schemes that formed part of the West End Project which were unable to be delivered until this time. This includes the relocation, following receipt of planning permission, for the **historical fountain** as a centrepiece of the Princes Circus public realm scheme, and completing implementation of the upgraded “**pocket park**” on **Bayley Street** that was delayed due to the construction of the development of the site at 247 Tottenham Court Road.



**New Bayley
Street** pocket
park (planting to
be completed)

(C) Healthy School Streets & Healthy Hospital Streets

- 11.14. At the end of 2024, and into 2025, a number of Healthy School Street schemes have been made permanent following their initial trial periods, including at [Kingsgate Primary School](#) (Maygrove Road), [West Hampstead Primary school](#) (Dornfell Street area), and [St Christopher's/Maria Montessori and Devonshire House](#) (Belsize Lane/Lyndhurst Gardens), and across 4 schools in the Somers Town area (see [here](#)).
- 11.15. New timed Healthy School Street restrictions, following prior consultation, also began operation in the [Holmes Road area](#), on Willes Road and Cathcart Street, for the College Francais Bilingue de Londres, alongside improvements including footway widening outside St Patrick's Primary School and further traffic reduction measures in Holmes Road itself.
- 11.16. Additional Safe & Healthy Streets measures to complement the timed motor vehicle restrictions [were consulted on](#) for the aforementioned Somers Town schools in November 2025, and implementation of previously consulted road safety and pedestrian improvements outside of [Christ Church Primary School](#) in the Regent's Park area were constructed in autumn '25.
- 11.17. Other schemes consulted on in prior years also moved forward during 2025 to the next stages of their development, including:
- [Christchurch Primary School](#) (Christchurch Hill) – the scheme launched in November '25 and the 18 month trial is now underway;
 - [St Margaret's and St Luke's](#) (Kidderpore Avenue area) – this scheme has also been approved for implementation, with a trial scheme due to launch in winter '25/26
- 11.18. In total, by the end of 2025, there are projected to be 34 schemes in operation across the Borough, covering 41 schools.

11.19. In addition, a number of new, trial Healthy School Street schemes were consulted on in 2025 across the Borough, as set out below:

- [St Albans Primary school](#) (Portpool Lane/Baldwin's Gardens);
- [Cavendish school](#) (Inverness Street);
- [St George the Martyr](#) (Millman St, Rugby St, Great Ormond St east);
- [UCS pre-prep](#) (College Crescent – consulted on as part of the Fitzjohn's Avenue scheme);
- [Eleanor Palmer](#) (Lupton St; Raveley St);
- [Netley Primary](#) (Stanhope Street – extension to existing scheme, and consulted on as part of the wider Regent's Park South Safe & Healthy Streets project)

These schemes are projected to go live, subject to decision-making and traffic order processes, in 2026, along with consultations on further locations in that year which will move us closer to our target to complete all "feasible" Healthy School Street locations within that calendar year.

11.20. Where timed restrictions are not possible, we also have a programme of "main road" Healthy School Streets, providing a mixture of improved footways, enhanced public realm, urban greening, new crossings, cycle stands and so on. In 2025, under this programme, we have:

- Consulted on, and made a decision to implement, a range of Safe & Healthy Streets measures on Torriano Avenue outside Torriano Primary school (see [here](#));
- Implemented a range of measures to improve road safety outside Hawley Primary School on Hawley Road, including a new School Crossing Patrol Officer, upgraded 20mph/speed signage, and a new giant "pencil" bollards to better identify the presence of the school;



"Pencil" bollards installed outside Hawley Primary School, Camden Town

11.21. The Healthy Hospital Street on Great Ormond Street also continues to be progressed; a detailed Benefit:Cost Ratio for the project and engagement video has been developed to help attract inward investment into the scheme. Further information can be found in the links in the Holborn LN section.

(D) Healthy Routes – Bus Priority and Programmes

11.22. In November '25 we consulted on new bus priority and pedestrian improvement measures on [Upper Woburn Place](#), with extended hours of bus lane controls and widened footways (in sections) proposed. Subject to the outcome of consultation, implementation of any approved measures would follow in 2026.

11.23. In October 2025 the new section of eastbound bus lane on **Parkway** in Camden Town between Delancey St/Gloucester Avenue and Arlington Road, was implemented under an 18-month Experimental Traffic Order, creating almost 175m of new bus lane on this key public transport corridor. Monitoring of the scheme including seeking [public feedback on the trial](#) is now underway.



Parkway
bus lane

11.24. In addition as noted in section B of this Appendix, a short section of “at all times” bus lane was introduced on Camden Street between Kentish Town Road and Camden Gardens, as part of the Camden Street/Bonny Street scheme.

11.25. Feasibility work has also continued on the Brecknock Road/York Way scheme in conjunction with LB Islington, with proposals being developed for a new section of southbound bus lane along with improvements for pedestrians including a new crossing point on Brecknock Road. These proposals are due to be brought forward for consultation in 2026/27.

(E) Healthy High Streets

11.26. In 2025 significant progress was made in developing/delivering two of our “major” High Street projects, including:

- (i) [Camden High Street](#) – phase 1 of this project, with the street becoming pedestrian and cycle only between the “Britannia” junction at Camden Town tube station, and Jamestown Road/Hawley Crescent, was implemented as a trial (for up to 18 months) in May ‘2025. Further improvements, including footway widening and a new contraflow cycle lane, were introduced on Jamestown Road. A new signalised pedestrian crossing was also constructed at the junction of Kentish Town Road and Hawley Crescent, along with various other minor improvements since the scheme has launched. A [number of events](#) have taken place on the pedestrianised section, and ongoing monitoring data and feedback is being collected to help inform the next stages of the project, including feasibility into potentially extending the scheme north to the Hawley Road/Castlehaven Road junction as part of “Phase 2”.



Camden High Street
pedestrianisation
– trial scheme

- (ii) [Better, Safer Kilburn](#) – two early improvement stages are now complete along Kilburn High Road. At the northern end of the corridor, a programme of pavement and public realm enhancement works were completed early in 2025, and construction of all the elements of the [Kilburn High Road \(south\)](#) project including a new segregated southbound cycle lane were also finished.

In [June 2025](#) we made the decision, following consultation and in conjunction with LB Brent and Westminster City Council, to take forward the “main” Kilburn High Road scheme, with a combination of funding from TfL’s Borough Safer Streets funding programme, and Council sources, to deliver the circa £12m project. Detailed design work is now taking place ahead of forecast construction starting in late 2026.

11.27. During the pandemic, Camden implemented an extensive programme of “Streateries” with around 20 such schemes implemented providing outdoor dining space for over 70 businesses. Many have since been made permanent; the Streateries on Regent’s Park Road/Erskine Road, Charlotte Street, Doric Way, Great Queen Street were consulted on for a further trial period, until

October 2024. These schemes have now been [made permanent](#) with additional measures due to start construction in winter 25/26.

- 11.28. Following consultation, proposals to trial the South End Green public realm, road safety and Streatory scheme have been moved forward and a [decision made](#) to implement a series of permanent, and trial, measures. The scheme is now projected to start later in 2026.

(F) Healthy Junctions

- 11.29. Whilst multiple junction schemes are being delivered within other programmes (especially the Healthy Routes projects), three bespoke Healthy Junction interventions are listed in the 2025-2028 CTS Delivery Plan. Those schemes are shown in Table 3 below along with the current status of each:

Table 3: Healthy Junction schemes/current status

Scheme	Description	Current Status
York Way/Agar Grove junction	A new style junction providing better, safer facilities for all users, and in particular pedestrians and cyclists	Consultation went live October '25 and closed in November. Decision report now being drafted
Abbey Road/Belsize Road junction	Cycling and pedestrian improvements at this junction in response to collision history	Feasibility study and optioneering has completed; consultation due 2026
Belsize Road/Hilgrove Road roundabout	Road safety, cycling and walking enhancements at this junction and on adjoining streets including Loudoun Road (outside South Hampstead station) and Hilgrove Road	Feasibility designs underway with consultation on first phase of improvements due 2025/26

(G) Holborn Liveable Neighbourhood (HLN)

- 11.30. Significant progress continues to be made on the circa £55m [HLN scheme](#), with a submission to “Gate 2” of TfL’s stage-gate LN system submitted in August '25, providing details of modelling outputs and design work to date, alongside an updated Business Case and details of engagement activities undertaken so far. Consultation on the main scheme, which would include transformational changes to create healthier, safer streets on (amongst others) Great Russell Street, New Oxford Street, Museum Street and Theobald’s Road is expected to take place in summer '26.
- 11.31. An important aspect of the HLN programme is the development and delivery of “quick-win” or [“STARter” projects](#) to complement the main scheme. Good progress has been made on a number of those initiatives during 2025, including:

- Construction is nearing completion of the [Keeley Street Safe & Healthy Streets](#) scheme, including a motor vehicle restriction at the junction of Keeley Street and Wild Street, new planting, seating and enhanced public realm;



Keeley Street
modal filter and
public realm
scheme nearing
completion

- A decision has been made to proceed with the [Red Lion Street STARter](#) project, extending a previously introduced pedestrian/cycle only area and additional public realm/pedestrian enhancements. With statutory consultation also now complete, construction is expected to take place in early 2026;
- A consultation on a variety of improvements to [Newton Street](#) was carried out with a decision pending at the time of writing this report and;
- Public realm improvements outside Holborn tube station have been completed with new and improved surfacing on the footway and decluttering

(H) Strategic & Local Walking Schemes

11.32. In early 2025 we undertook engagement to gather ideas from members of the public on their aspirations for the [Wellbeing Walk](#), to the south of Euston Road, between Euston and St Pancras/King's Cross stations. A co-design workshop also took place in July, and full public consultation phases will follow. The first of those phases, for the section of the Wellbeing Walk in the [Argyle Square area](#), was consulted on as part of a wider area scheme in November 2025.

11.33. A number of short-term improvements along Eversholt Street, especially for pedestrians, continue to be worked up ahead of a longer term scheme. The first of those measures has been consulted on as part of the [Somers Town Healthy School Street additional measures project](#), with a new zebra crossing on Eversholt Street proposed.

11.34. On Camley Street and Granary Street proposals for enhanced pedestrian facilities, including a new zebra crossing near to the canal bridge to the Coal Drops Yard, and a “tightening” of the junction of Camley Street/Granary Street to improve road safety and pedestrian amenity, are at feasibility stage with consultation expected in early 2026.

11.35. A variety of localised walking improvement schemes have also been developed during the calendar year, including:

- Having consulted on pedestrian and accessibility improvements at the junction of [Oval Road and Gloucester Road](#) in 2024, a decision was made in May 2025 to proceed with the scheme. Construction of the scheme is due to take place in winter 25/26;
- Similarly, a consultation for various pedestrian, public realm and inclusivity measures on [Glenmore Road and Howitt Road](#) in 2024 has been subsequently approved to proceed to implementation in 2025. Detailed design is currently taking place ahead of construction and;
- As part of the Christchurch Hill area Healthy School Street scheme, a broader package of walking and public realm improvement measures for the [Flask Walk/Well Walk area](#) was also consulted on in 2024. These measures were approved to proceed to implementation in April 2025 and at the time of writing this report are at detailed design stage with construction phases imminent;
- A new zebra crossing on Lyndhurst Road, which had a [traffic management order consultation](#) in November '25, and a series of additional zebra crossing locations across the Borough currently at feasibility stage.

(I) TLRN/TfL-led schemes with Camden input

11.36. TfL have been continuing to work through a number of projects on their TLRN “Red Route” network in Camden during 2025. For details see separate TfL report submitted to this Committee.

(J) Cleaner, Fairer Parking & Kerbside Management

11.37. The CTS sets out the important role of parking management policies and schemes, in contributing to reducing emissions from road transport in the Borough, helping meet “Vision Zero” road safety goals, encouraging mode shift to more sustainable forms of travel, and reducing motor vehicle ownership and use in Camden. Accordingly, a significant programme of parking management work has taken place throughout 2025.

11.38. Following the approval of various parking fees and charges, and terms and conditions, changes as part of the “Healthy Streets, Healthy Travel: Cleaner, Fairer parking” programme, [here](#), the amendments contained within that consultation/report have been rolled out with a phased implementation period. The most recent element of that roll-out has been charging within previously free “solo” motorcycle parking bays, which is expected to begin operating in late 2025/early 2026.

11.39. All of Camden’s public highways are managed through “Controlled Parking Zones” (CPZs). Regular reviews of the hours of operation of CPZs take place in order to ensure that each zone balances the needs of local residents and stakeholders with wider policy and monitoring/data considerations, including contributing to objectives set out within the CTS, CAP and CAAP. Locations for CPZ reviews are prioritised using a detailed multi-criteria assessment (MCA) as set out in previous Cabinet reports.

11.40. During 2025 the following CPZ consultations/decisions were made:

- (i) Operation commenced in October 2025 of new, trial Saturday controls in [CA-G](#) (“Area B”) under an experimental traffic order for a period of up to 18 months;
- (ii) A consultation was undertaken in September ‘25 on whether or not to make the trial Saturday parking controls in [CA-X](#) permanent; a decision will follow that consultation;
- (iii) Consultations on possible extensions to hours of control in all of the CPZs within Camden to the south of Euston Road – [CA-D](#), [CA-E](#) and [CA-C](#) – were undertaken in autumn ‘25 with a decision to follow;
- (iv) In November 2025 a final consultation on whether or not to retain, amend or remove parking hours of control introduced in [CA-F \(Camden Town\)](#) will take place

11.41. The parking management package also includes a commitment to undertake a feasibility into a potential Workplace Parking Levy (WPL) for Camden. That feasibility work continued in 2025 with an updated prospectus undertaken, and Officers are now preparing potential next steps for consideration.

11.42. A further part of the kerbside management programme includes the roll out of:

- (i) **Electric Vehicle Charging Points** – during 2025 we rolled out a further 153 fast charging points across the Borough, and we also installed 9 new

“rapid” charging points during the year. In total, there are now over 700 on-street EVCPs in the Borough;

- (ii) **Secure cycle parking programme** – around 200 cycle hangars have been delivered (on street) during 2025, with the Borough-wide total now numbering around 650. Further plans are in place to continue that roll out into 2026.
- (iii) **Dockless Bike Hire/e-scooter bays**– we have continued to expand the network of DBH/e-scooter bays during 2025 in order to meet continued significant growth in demand for these services, especially dockless bikes. We have now installed, in total, over 220 bays across the Borough. A number of other measures have been, or are being, introduced in order to manage the impacts on our public realm of overspill of bikes outside of marked bays; a separate report is being prepared for consideration by the Culture and Environment Scrutiny Committee regarding that issue in January 2026.
- (iv) **Santander Cycle Hire docking stations** – over the last 12 months new Santander cycle hire docking stations have been installed on St Pancras Way and Camley Street, with a further station on Mount Pleasant being implemented at the time of writing this report. A new docking station and variety of additional improvements – cycle contraflow, new urban greening and pedestrian enhancements – were also constructed on Adeline Place. A new docking station was scheduled to be implemented imminently on Agar Grove at the time of writing this report, and space for a further bay has been created on Grays Inn Road. In total, with these recent additions, there are now 69 Santander Cycle Hire Docking stations across the Borough.
- (v) **Green Mobility hubs** – in 2025 good progress was made in rolling out our first “Green Mobility hubs” in the [Somers Town](#) area, with locations implemented on Doric Way, Charrington Street, Chalton Street, Cranleigh Street and Goldington Crescent. Additional locations, including on Brill Place, are approved for construction. Each scheme combines a range of sustainable mobility features – including a mix of a car club space, EVCP charging, dockless bike hire/e-scooter facilities, Santander docking stations, cycle parking and cargo bike hire. In some locations, new planting and benches have also been introduced. The next phase of mobility hubs has been approved for implementation in the [Kentish Town area](#), with 6 locations to be constructed. We will carefully monitor these two pilot scheme areas to help inform potential roll-out of similar facilities elsewhere in the Borough.



Charrington
Street Green
Mobility Hub

- (vi) **Parklets** – in September 2025 [we consulted](#) on making the Antrim Road and Leighton Road parklet schemes permanent.

(K) Behaviour Change Programmes/Complementary Measures

11.43. During 2025, the collection of behaviour change schemes were rebranded under a unifying programme of “Healthy Travel Choices”, providing our full range of supporting measures into single brand and [accompanying webpage](#). Advertising of all the initiatives was stepped up, including advertising in the Camden New Journal (CNJ), social media and door-stop flyers.



New branding and logo
for Healthy Travel
Choices programme

11.44. Options available include: free cycle training for adults and children, cargo bike hires for business and residents, discounted rides on e-bike hire schemes, cycle loan programmes, bicycle fixing opportunities and car permit scrappage scheme. Further details are in Table 4, below:

Table 4. Healthy Travel Choices Programme

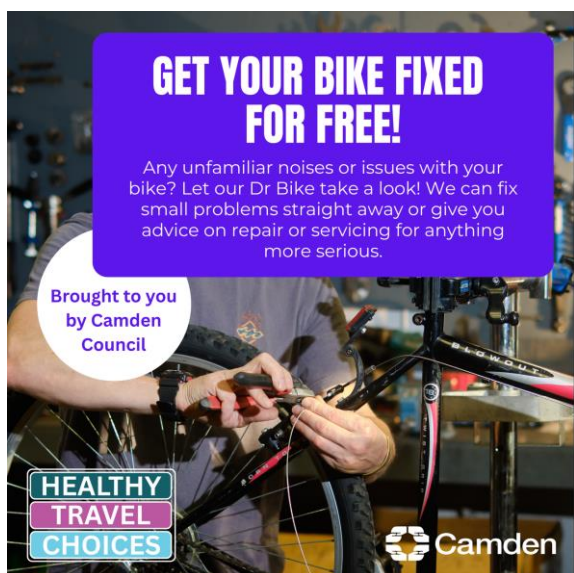
HTC initiative	Description	Current Status
Cycle training	Free cycle training for adults and	Cycle training has been delivered to 779 children in 21 different schools this financial year (April – Nov 2025). Three hundred and ten adult sessions have also been

HTC initiative	Description	Current Status
	children, as well as 'in school' cycle training for primary school pupils.	<p>delivered over the same time period, as part of Camden's regular weekend cycle skills training for adults.</p> <p>A new online booking system for adult and child cycle training (outside of school) is in the final stages of development with a launch anticipated for January 2026.</p>
Try Before You Bike	Subsidised bicycle loans of manual, electric and cargo bikes for several months	Forty of 85 manual loans taken up. All thirteen cargo bike loan offers taken up resulting in a third of recipients purchasing a cargo bike. Electric bicycle loans recently added and gaining steady traction. Since the programme began (2022) there has been roughly a 25% success rate of a person buying a bike after benefitting from this scheme, either purchasing from the scheme operator (Peddle My Wheels), or more commonly an alternative source (local bike shop or second hand).
On-street E-bike hire incentive	Discounted DBH e-bike hire for priority groups	<p>Availability continues to be offered to relevant groups, currently focussing on job seekers, low-income households and NHS workers.</p> <p>Analysis of e-bike parking bays within 300m (3 min walk) of UCLH, Royal Free and St Pancras hospitals reveal that just under 5000 people are using these bays every day, at peak times almost 7 people per minute. Whilst it is not possible to accurately assign usage to NHS staff, it is illustrative of the scale of usage of Lime bikes amongst staff at these NHS sites.</p>
Borrow a Brompton	Month-long free loan of a Brompton fold-up bicycle	Service recently increased from 2 to 3 bikes available to loan every month. Since April 2025, there has been close to 100% loan rate (nineteen people), demonstrating the popularity of the initiative.
Dr Bike	Public bicycle fixing / checking sessions	Thirty-five Dr Bike sessions have been organised this year, with 24 of them in a corporate/private setting (hospitals, NHS, universities). New to this programme is the establishment of publicly available sessions with 8 taking place this first year alone, as part of local festivals and Neighbourhood Action Days run by Housing dept. An even wider programme of publicly available sessions is being planned for next year (2026).
Our Bike	On-street community e-cargo bike	Twelve Our Bike locations are now established, with steadily growing patronage in most spots. Cargo bikes have been geographically spread across Camden. Our

HTC initiative	Description	Current Status
	scheme with cargo bikes for by the minute hire, up to £5 an hour	<p>Bikes now placed in Belsize Park, Belsize, Haverstock Hill, Gospel Oak, Kentish Town, Camden Town, Mornington Crescent, Kings Cross, Regents Park, Fitzrovia, Bloomsbury and Holborn.</p> <p>The Our Bikes system in Camden continue to perform above average across all usage indicators – with 14% more trips, 12% more hours, and 7% more distance travelled per bike than the Our Bike fleet across London. Resident engagement remains strong – 93% of trips were by residents, outperforming the network average by 17%. Business usage is showing early signs of growth, with Camden bikes averaging 1 business trip per bike, the same as the fleet average. The Belsize Park (Haverstock Hill) cargo bike was the top performer for bookings for September. Trip purposes were mostly for leisure, recycling, and school runs.</p>
Pedal Your Parcel	Subsidy scheme to encourage cargo bike purchase amongst small to medium businesses	<p>Twenty businesses now supported in switching or taking up, the use of cargo bike instead of businesses van delivery. This has exceeded the expectations of this pilot scheme with two extensions added during this time period to take advantage of scheme momentum.</p> <p>Early results are highly positive regarding reductions in CO2 emissions and vehicular miles travelled, with full results due end of December 2025. Early results include each business averaging 47 miles per week by cargo bike, and 11.5 trips per week. All businesses have stated that they would now be likely to purchase another cargo bike.</p>
Permit2 CarClub	Two-year enhanced car club membership for rescinding CPZ permit	Slow but steady take up of offer, largely commensurate with the expected rate of residents interested in giving up a car permit.
Travel for Life	School-based travel behaviour activities leading to accreditation of schools to Bronze, Silver or Gold level	Significant rise in number of schools engaging with the programme, with 10 new schools supported to become accredited to the programme over the 2024/25 academic year. The accreditation tally now stands at seven schools with a Bronze award one school with a Silver award, and nineteen schools at Gold award level.



New Our Bike cargo bikes stationed at Goldington Crescent mobility hub (left) and Alfred Place (right)



New banner produced to advertise Dr Bike sessions taking place in public places



Bagel business cargo bike purchased with financial support from Pedal Your Parcel scheme

11.45. Other initiatives within this area of work include:

- **Cycle permeability** – including contra-flow cycle lanes, improvements to cycle cut-throughs, minor kerbside changes for cycle safety and so on. In 2025 construction of cycle gap improvements was completed on Hadley Street/Castle Road, Herbrand Street (junction with Coram Street), Maresfield Gardens (junction with Fitzjohn's Avenue), Belsize Terrace and Streatham Street. New cycle contraflows (making one way streets two-way for cycling) were implemented on Roger Street/Northington Street east, Pratt Street (east), Camden Street (between Bonny Street and Camden

Gardens), Alfred Place, Priory Terrace, Kenton Street/Handel Street, Adeline Place and Leather Lane.



Hadley Street/Castle Street
permeability upgrade



Handel Street/Kenton Street
new contraflow cycling

In addition, consultation on cycle permeability phases 5 and 6 – including schemes on [Greville Street/Kirkby Street](#), and [Lincolns Inn Fields](#) amongst others took place, with construction subject to approvals due to take place later in 2025 or 2026.

- **Road Safety Action Plan measures including vision zero for P2W users**

Improvements to data collection on speed management have been a key focus this year, with the procurement of two data tools, which showcase the borough-wide average/85th percentile speeds. These tools, alongside the ATC (automatic traffic counts) that are commissioned on a case-by-case basis following resident complaints, are improving the Council's ability to track speeding problems and prioritise locations for speed management interventions.

Over the past year, Vehicle Activated Signs (Speed Indicator Devices) have been installed at [20 sites](#) (lamp columns) across the borough with 6 more in the pipeline to be installed. These devices nudge drivers to slow down and are shown to have some impact on reducing speeds in the short term. Vehicular speeds at a sample of these sites are being (post-VAS installation) assessed to quantify the impacts of VAS on speeding. These results will be used to inform and design future speed management measures.

Initial work on reviewing and tackling P2W KSIs is now underway. These include (a) our participation in a Vision Zero Working Group by London Councils themed on addressing road safety risks related to food delivery trips; (b) ongoing engagement with food delivery companies to understand and influence their safety practices; and (c) ongoing engagement with motorcyclist groups to identify high-risk locations for potential design review.

- **Better Buses in Camden**

Over the past year, one of our priority areas of engagement with TfL has been re-timing and rescheduling the 603 school bus route that runs between Muswell Hill and Swiss Cottage. Working alongside a local school community group (Green School Runs) and neighbouring boroughs (Haringey and Barnet), we have proposed re-timing of morning and evening schedules to better align with school start and end times. TfL has since conducted two surveys to assess the need for retiming and the impacts on existing journeys and has committed to changing one of the PM journeys to better match school end times. This change is expected to happen in January 2026.

In addition to the above, we are working with TfL to improve data sharing that will allow us to prioritise and plan bus infrastructure; this includes data on bus shelters and boarding/alighting. This work is ongoing.

- **Championing Car Clubs**

Discussions are underway with car club operators to increase promotion and incentivisation of car club usage to improve the economic viability of this transport option.

Increased promotion of Permit2CarClub initiative (two-year enhanced car club membership) has resulted in a moderate increase in take up of this scheme. Earlier in the year, the scheme was extended to business users for rescinding their business permit.

Electric car club parking spots have been included in the construction of four 'Green Mobility Hubs'. And consideration for car club provision is now being given for inclusion in planning conditions of larger residential developments.