

Appendix G – Strategic and Policy Alignments

The Fitzjohn's Avenue Area Safe and Healthy Streets scheme has been developed to improve safety and amenity for cyclists and pedestrians, improve bus journey times and enhance public realm spaces in the area. The scheme contributes to the local, regional and national policy frameworks outlined in the table below.

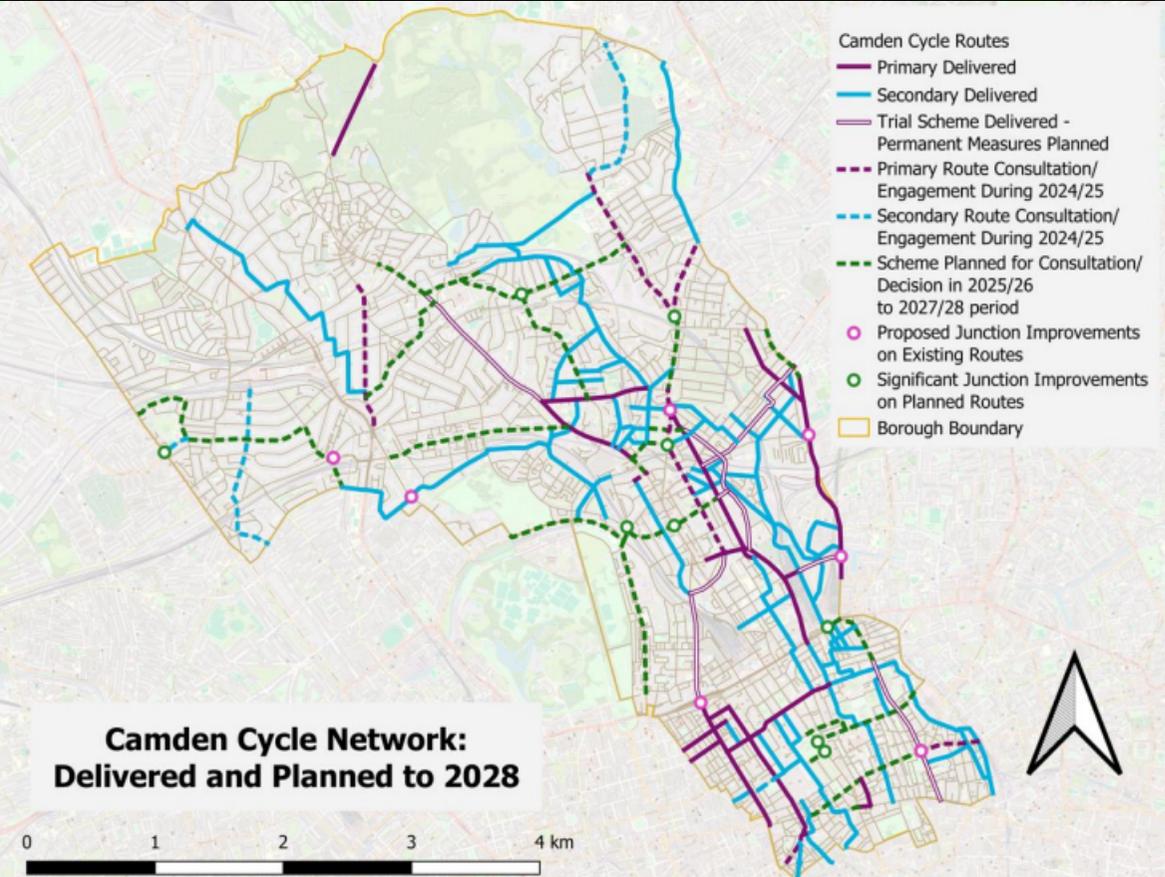
Strategy/Plan	Policy/Measure	Description
Camden Transport Strategy	Policy 1a	<p>The Council will use a road user hierarchy to inform all relevant decisions: walking, cycling and public transport will be prioritised above private vehicle use as follows:</p> <ul style="list-style-type: none"> •Pedestrians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

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

		<ul style="list-style-type: none"> • Specific measures to further address the school run such as introducing Clearways, and/or public space protection orders (PSPOs) where they will assist in reducing school-run traffic. • Investigate, and implement if feasible, ring-fencing a proportion of any Penalty Charge Notice (PCN) income arising from the above schemes for further measures to reduce traffic levels in the local area from which that income arises.
	Measure 2m	<p>We will implement a range of behaviour change and complementary measures programmes that contribute to reducing inessential motor traffic and increasing the use of sustainable modes, including:</p> <ul style="list-style-type: none"> • Continue to deliver a School Travel Plan behaviour change programme, engaging with Camden schools and their involvement in the STARS accreditation process, providing measures to reduce school-run traffic, and encourage healthy routes to school. • Implement the behaviour change initiatives outlined in the accompanying Cycling Action Plan, Walking & Accessibility Action Plan and Road Safety Action Plan, including the Borough's cycle loan scheme, Community Cycling Programme and Pedestrian Skills programmes.
	Policy 3a	Make our streets accessible and inclusive to people from all walks of life, age and abilities.
	Policy 3c	Improve accessibility and travel options for vulnerable groups to facilitate independent living and reduce isolation.
	Policy 3e	Deliver bus priority improvements across the Borough, and support the provision of on-demand bus services (particularly in the north of the borough), which are of benefit to those otherwise excluded from such networks.
	Policy 3g	Lobby TfL to ensure that they maintain a bus service that provides a good level of frequency and accessibility to our residents, recognising the role of buses as the most accessible part of our public transport system.
	Policy 3j	Work with local groups, particularly children, the elderly and those with a disability, in the development of new area-wide Healthy Streets projects, to understand and respond to the needs of excluded and vulnerable groups.
	Measure 3a	Deliver a range of infrastructure measures outlined in the Walking & Accessibility Action Plan to improve the accessibility of our streets for people, including implementing the

		'Healthy Streets' agenda to provide safer crossings, places to rest, shade, shelter and other initiatives.
Measure 3b		Deliver cycling infrastructure, as outlined in the Cycling Action Plan that is accessible and inclusive for all ages, abilities and types of cycles.
Measure 3d		Continue to maintain all bus stops as accessible, and ensure any new bus stops delivered in the Borough are also fully accessible. Ensure that shelters and covered seating are provided at bus stops wherever possible.
Measure 3i		Improve accessibility and travel options for vulnerable groups to facilitate independent living and reduce isolation.
Measure 4c		Reduce road danger and risk, and the perception of road danger, by improving the street to create more forgiving environments
Measure 4g		Implement safer crossings and introduce pedestrian Countdown facilities at traffic signals.
Policy 5b		Work towards the World Health Organisation limits for Particulate Matter and Nitrogen Dioxide by 2030.
Policy 5f		Identify opportunities for increased planting and urban greening in all transport schemes to help mitigate the impacts of carbon emissions and climate change and provide shade and shelter.
Policy 5h		Where feasible and appropriate, we will monitor the impact of our highways/ streetscape schemes using air quality monitoring, including (for example) the use of diffusion tubes to monitor Nitrogen Dioxide levels pre- and post-implementation.
Measure 5k		Identify opportunities to increase green cover in the borough, including rain gardens, trees and urban greening such as green walls and roofs, working in partnership with BIDs and residents, to help cool the atmosphere, absorb carbon and pollution, and provide shade.
Measure 5l		Seek opportunities, where suitable, to convert carriageway space to green space through parklets, pocket parks and other measures, which also contribute to the wider Healthy Streets agenda
Policy 6a		Undertake the effective management of carriageway and kerbside space to cater for all modes but prioritise space for the most efficient modes.
Policy 6b		Improve provision and priority for buses to minimise delays to bus journey times and encourage a shift to public transport.

	Measure 6e	Deliver bus priority measures, in partnership with TfL, to improve reliability, including a review and relocation/removal of waiting and loading, extension of bus cages and hours of bus lane operation on key routes.
	Measure 6f	Rationalise bus stops, for example as part of 'area-wide Healthy Streets projects' to improve bus journey times whilst retaining access to stops.
Camden Transport Strategy Delivery Plan 2025-28	Infrastructure measures	<p>The scheme contributes to the aim of delivering the strategic cycling network by 2028, as outlined in Figure 1 below. The Fitzjohn's Avenue Area Safe and Healthy Streets scheme is listed as one of the specific schemes in the Delivery Plan for 2025-28, subject to consultation and decision-making processes.</p> <p>Figure 1: Completed and Proposed Cycle Network by 2028</p>

		 <p>Camden Cycle Network: Delivered and Planned to 2028</p> <p>Camden Cycle Routes</p> <ul style="list-style-type: none"> — Primary Delivered — Secondary Delivered - - Trial Scheme Delivered - Permanent Measures Planned - - Primary Route Consultation/Engagement During 2024/25 - - Secondary Route Consultation/Engagement During 2024/25 - - Scheme Planned for Consultation/Decision in 2025/26 to 2027/28 period ○ Proposed Junction Improvements on Existing Routes ○ Significant Junction Improvements on Planned Routes □ Borough Boundary
	<p>Healthy School Street</p> <p>Theme 3: Reducing emissions from transport</p>	<p>To roll out Healthy School Street schemes to every feasible location in the borough by 2026.</p> <p>Action 11: Reduce emissions from vehicles on roads in Camden by improving cycling and walking infrastructure throughout the borough (for example cycle lanes, road crossings, and bike storage hangars) and implementing new bus priority measures.</p>
<p>Camden Clean Air Action Plan 2023-2026</p>		

	Action 17	Reduce exposure to air pollution outside schools and support schools in protecting child health whilst at school: We will continue delivering Healthy School Streets (with monitoring where practicable to evaluate impacts on air quality)
	Places - Programme Development	Increase the number of street closures around schools through the Healthy School Streets programme.
Camden Climate Action Plan 2020-2025	Neighbourhood	Planting more trees and creating more allotments. Installing more 'segregated' cycle lanes.
	People	Achieving a zero carbon Camden will require people to choose cycling and public transport over private car use wherever possible.
Cycling Action Plan	Infrastructure measures	Delivery of primary and secondary cycle network. Cycling benefits will be achieved through measures primarily aimed at providing segregated cycle lanes on a primary route and reducing traffic, but which also enable walking and cycling – including closing roads to through traffic. Delivery of a rolling programme of improved cycle parking facilities on and off-street including secure cycle hangars for residents.
Walking and Accessibility Action Plan	Infrastructure measures	Prioritisation of pedestrian movements over motorised traffic, for example continuous footways.
	Infrastructure Action – Reducing motor vehicle dominance and severance	Schemes to reduce traffic flows, particularly on residential streets, to in turn enable and encourage increased walking levels and other active travel modes. This will include, but is not limited to, permanent/timed restrictions for motor vehicles and incorporates Healthy School Streets and Play Streets initiatives.
We Make Camden	Green, clean, vibrant, accessible, and sustainable	We Make Camden is our joint vision for the borough, developed in partnership with our community. The proposals in this report align with the We Make Camden ambitions that Camden should be a green, clean, vibrant, accessible, and sustainable place with everyone empowered to contribute to tackling the climate emergency and that Camden's communities support good health, wellbeing and connection for everyone so that they can start well, live well, and age well.
DfT: LTN 1/24: Bus User Priority	N/A	This local transport note (LTN) provides guidance to local authorities on improving bus services. It focuses on making buses more attractive by improving speed and reliability,

		prioritising bus lanes strategically where there is frequent service and traffic congestion, and providing a safe, comfortable and accessible bus stop.
DfT: LTN 1/20: Cycle Infrastructure Design	N/A	<p>This local transport note (LTN) provides guidance to local authorities on delivering high quality, cycle infrastructure including:</p> <ul style="list-style-type: none"> • planning for cycling • space for cycling within highways • transitions between carriageways, cycle lanes and cycle tracks • junctions and crossings • cycle parking and other equipment • planning and designing for commercial cycling • traffic signs and road markings • construction and maintenance <p>LTN 1/20 notes that Safety and environmental improvements for all road users can be achieved by reducing motor traffic volumes and speeds and that wherever possible, this should be achieved by reallocating carriageway space, not reducing the level of service for pedestrians.</p>
Mayor's Transport Strategy	Policy 1	The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.
	Policy 2	<p>Active travel policies including:</p> <ul style="list-style-type: none"> • Improving local walking routes, including routes to schools, • Deliver a London -wide strategic cycle network • Develop and encourage cycling and walking to school • Promote and support cycling and walking to work and in local communities • Embed accessibility and inclusivity in the planning and design of Healthy Streets • Focus on buses and the Healthy Streets approach
	Policy 3	Vision Zero for road danger: Deliver Vision Zero by encouraging safer road user behaviours with a programme of education, engagement, and enforcement initiatives
TfL: Bus Action Plan	N/A	The plan aims to make bus travel a zero-carbon transport option that more Londoners choose to use. The actions in the plan will enable more people to travel by active and sustainable modes.

TfL: Cycling Action Plan	N/A	<p>The plan aims to make the Capital a place where cycling is an accessible and inclusive way of getting around, so everyone can share the benefits. The actions in the plan will enable more Londoners to make cycling part of their everyday travel by breaking down the main, evidence-based barriers to cycling in London.</p>
TfL: Cycling Action Plan 2	N/A	<p>The plan aims to expand the cycle network, creating a safer and more appealing environment for cycling, while providing equal opportunities for everyone to cycle by addressing the barriers people face, such as reducing road danger and the dominance of motorised traffic. The actions in the plan will support a wider range of Londoners to embrace cycling, making it a viable and accessible option for all.</p>
TfL: Walking Action Plan	N/A	<p>The plan is aimed at making London the world's most walkable city, with a target to increase the number of walking trips by more than one million a day by 2024. The actions in the plan will enable more people to walk part or all of their journey and improve the experience of walking.</p>
TfL: Vision Zero action plan	N/A	<p>The aim of Vision Zero is to eliminate all deaths and serious injuries on London's transport system. The actions in the plan will reduce road danger for everyone and create streets safe for walking and cycling.</p>