

Camden Town Low Emission Neighbourhood & Kentish Town Healthy Streets Project

Stakeholder Engagement

Karl Brierley 18/02/20



Camden Transport Strategy (CTS)



OBJECTIVE 1: TO TRANSFORM OUR STREETS AND PLACES TO ENABLE AN INCREASE IN WALKING AND CYCLING.

OBJECTIVE 2: TO REDUCE CAR OWNERSHIP AND USE, AND MOTOR TRAFFIC LEVELS IN CAMDEN

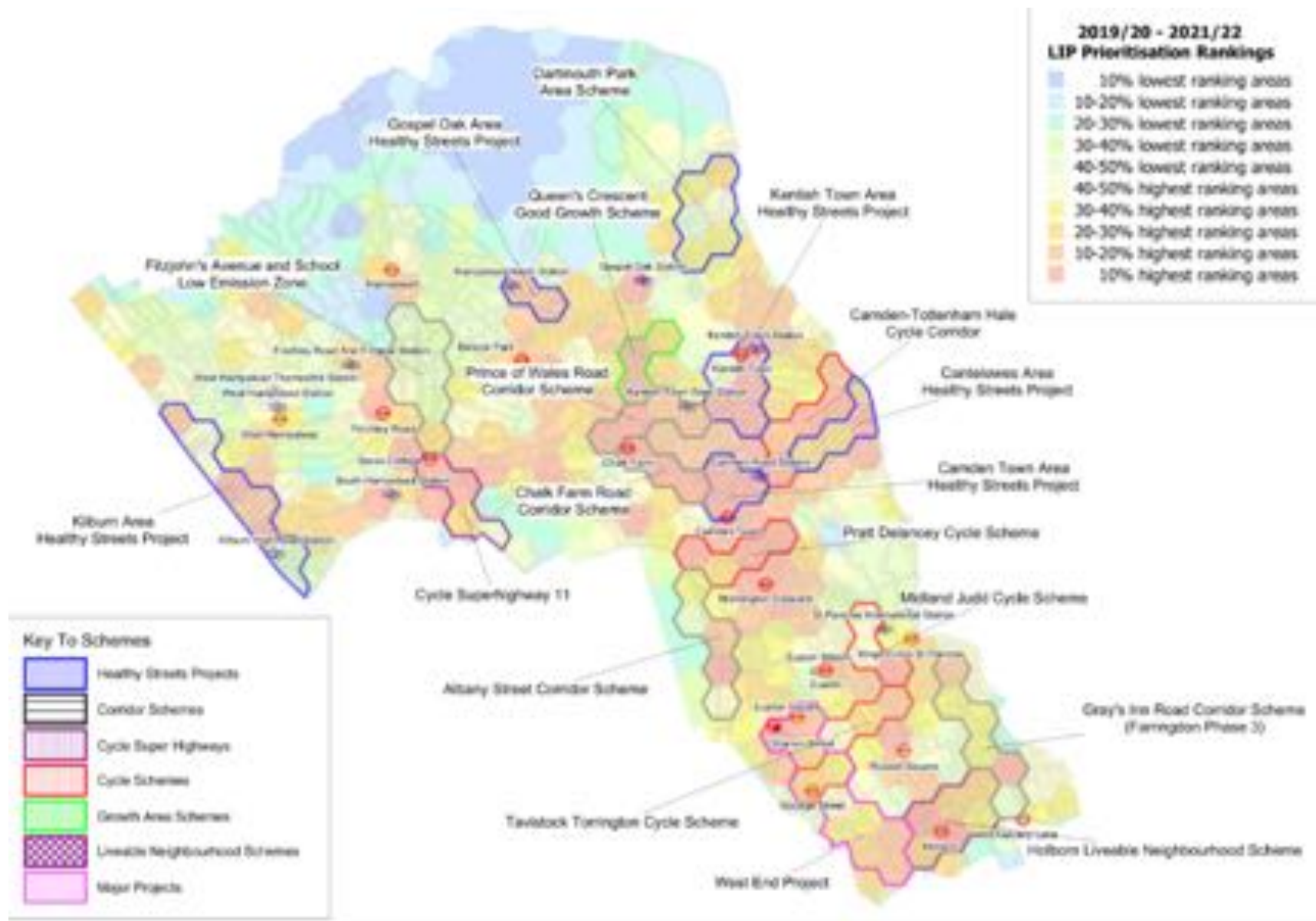
OBJECTIVE 3: TO DELIVER A SUSTAINABLE TRANSPORT SYSTEM AND STREETS THAT ARE ACCESSIBLE AND INCLUSIVE FOR ALL

OBJECTIVE 4: TO SUBSTANTIALLY REDUCE ALL ROAD CASUALTIES IN CAMDEN AND PROGRESS TOWARDS ZERO KILLED AND SERIOUSLY INJURED (KSI) CASUALTIES

OBJECTIVE 5: TO REDUCE AND MITIGATE THE IMPACT OF TRANSPORT-BASED EMISSIONS AND NOISE IN CAMDEN

OBJECTIVE 6: TO DELIVER AN EFFICIENT, WELL-MAINTAINED HIGHWAYS NETWORK AND KERB-SIDE SPACE THAT PRIORITISES THE SUSTAINABLE MOVEMENT OF GOODS AND PEOPLE

OBJECTIVE 7: TO ENSURE ECONOMIC GROWTH AND REGENERATION IS SUPPORTED BY, AND SUPPORTS, A SUSTAINABLE TRANSPORT NETWORK



CAMDEN TRANSPORT STRATEGY APPENDIX C3: Road Safety Action Plan (Final Version)

APRIL 2019

1. Purpose of the Road Safety Action Plan

- 1.1. Reducing transport-related casualties and reducing real, as well as perceived, road risk in order to encourage more sustainable transport choices are crucial to meeting many of the objectives in the Camden Transport Strategy (CTS). This includes creating an environment where more people will choose to walk or cycle, reducing traffic dominance and car use, improving the health of residents and visitors to the Borough, reducing congestion as well as supporting regeneration and the local economy.
- 1.2. The purpose of the Road Safety Action Plan (RSAP) is to incorporate the policies and measures within the CTS for improving road safety into a single, clear, organised programme.
- 1.3. Our focus will be on two main areas: supporting the Mayor's London-wide ambition to reach 'Vision Zero', by having no Killed or Seriously Injured (KSI) casualties on Camden's roads by 2041 – and our own ambition to reduce all casualty types (KSIs and 'slight' injuries). This will be achieved with a mixture of reactive and proactive measures, and more broadly, working to reduce actual and perceived danger on Camden's streets to enable residents and visitors to make more sustainable transport choices.
- 1.4. The RSAP is split between two broad types of measures: infrastructure schemes primarily involving physical interventions, as well as supporting measures involving behaviour change and smarter travel programmes. These measures are explained in Sections 2 and 3 and will help deliver core objectives within the CTS, as shown in Table 1, below.

Appendix B: Road Safety Audit (RSA) - Analysis of Priority Road Locations

1. Links

Priority No. of Link	Description/Location	Notes	Status of planned intervention	Completion date/when assessed
1	LINK 122-125 (BURNHAM HIGH ROAD)	Belmore Road to West End Lane	Area included within Belmore Area Healthy Streets Project	March 2018
2	LINK 80-80B (WINDING ROAD)	Winding Road to West End Lane	Delivered by TfL as part of TfL Roadworks	TBC
3	LINK 107-108 (WINDING ROAD)	Winding Road to West End Lane	Area included within Belmore Area Healthy Streets Project	March 2018
4	LINK 11-100 (BURNHAM HIGH ROAD)	Belmore Road to West End Lane	Area included within Belmore Area Healthy Streets Project	March 2018
5	LINK 125-129 (CAMDEN ROAD)	St Francis Way to Camden Park Road	Area included within Camden Tottenham Hale cycle route proposals	TBC - scheme in development
6	LINK 34-75 (THEOMAS ROAD)	Camden Road to Gray's Inn Road	Area included within Camden Tottenham Hale cycle route proposals	March 2018
7	LINK 14-37 (NEW OXFORD STREET)	Tottenham Court Road to Bloomsbury Street	Area included within West End Project	Spring 2019
8	LINK 801-808 (EVERSHOLT STREET)	Gray's Square to Phoenix Road	Area affected by TfL, no proposals to be considered until works are complete	TBC
9	LINK 49-50 (JUPPER WOODMAN PLACE)	Easton Road to Tottenham Court Road	Area affected by TfL, no proposals to be considered until works are complete	TBC
10	LINK 75-160 (KORUND STREET)	Tottenham Court Road to Cleveland Street	Area to be investigated as part of a separate scheme either as part of Local Implementation plan 2022 or sooner if developer contributions become available	TBC

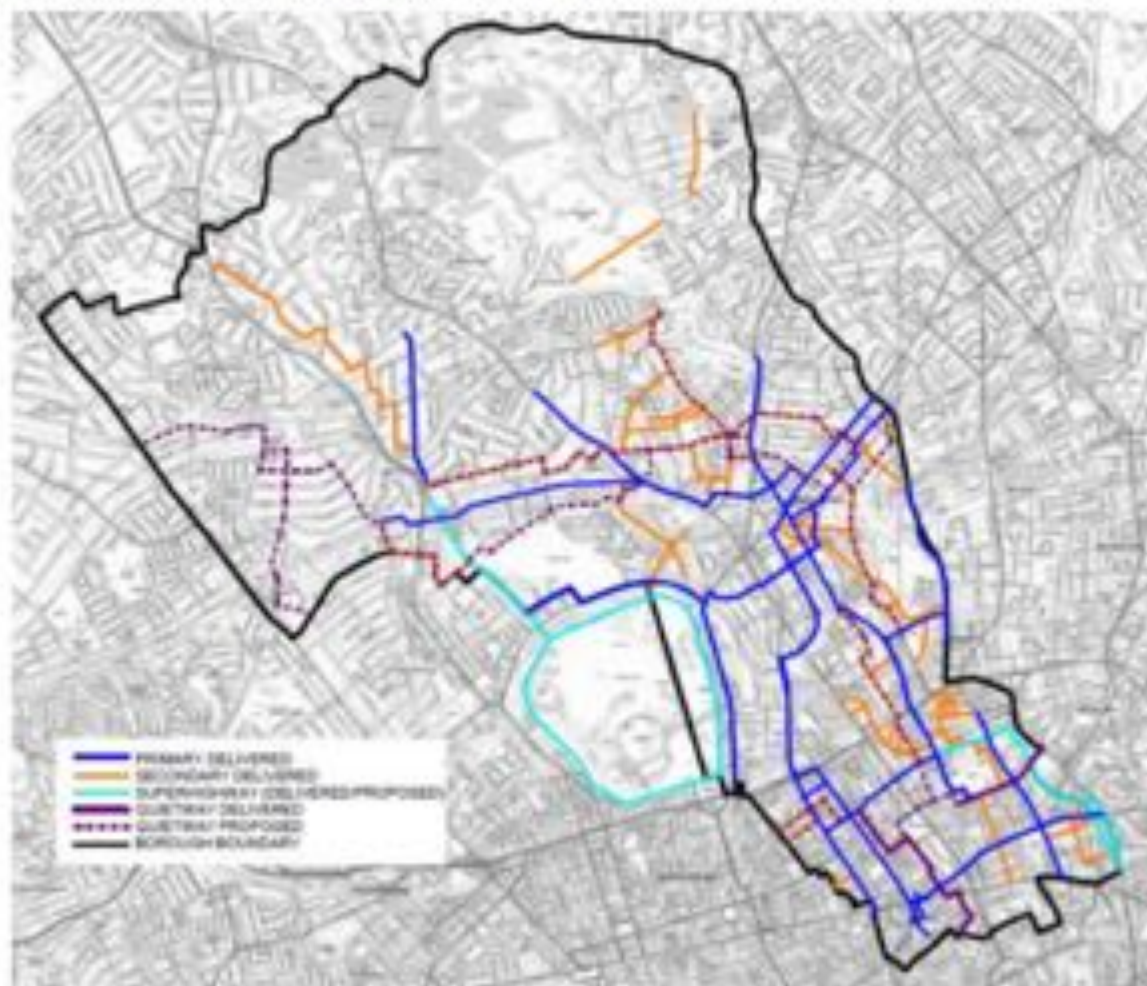
Camden Transport Strategy

Road Safety Action Plan

2. Routes (Locations)

Priority No. of Route	Description/Location	Status of planned intervention	Completion date/when assessed
1	ROUTE 102 (WALK FARM ROAD/TUDOR ROAD STREET)	To be included in Walk Farm Rd Area-based scheme	TBC - delivery dependent on nearby developer-funded scheme
2	ROUTE 83 (EUSTON ROAD/EVERSHOLT STREET)	To be included in Midland Road cycle scheme	Planned for January 2019, dependent on TfL scheme approval
3	ROUTE 31 (EUSTON ROAD/EVERSHOLT STREET)	Current on TfL, efforts to take with TfL to deliver as part of TfL works	TBC - TfL dependent
4	ROUTE 125 (CAMDEN ROAD/CAMDEN PARK ROAD/STANLEY AVENUE)	To be included in Camden Tottenham Hale cycle scheme	TBC - scheme in development
5	ROUTE 80 (EUSTON ROAD/EVERSHOLT STREET)	Project included within West End Project	Spring 2019
6	ROUTE 713 (ST GILES CIRCLE/ST GILES STREET/ST GILES COURT ROAD)	Project included within West End Project	Spring 2019
7	ROUTE 75 (THEOMAS ROAD/GRAY'S INN ROAD)	To be included in Camden Tottenham Hale cycle scheme	TBC - scheme in development
8	ROUTE 747 (KING CROSS (EUSTON ROAD/TOTTENHAM COURT ROAD))	Current on TfL, efforts to take with TfL to deliver as part of TfL works	TBC - TfL dependent
9	ROUTE 706 (PARISH ROAD/CHARTERHOUSE STREET)	Currently being addressed by Cycle Superhighway 9	Completed Dec 2018
10	ROUTE 125 (CAMDEN HIGH STREET/STANLEY AVENUE)	Current on TfL, efforts to take with TfL to deliver as part of TfL works	TBC - TfL dependent

Appendix D: Camden Cycle Network by end of 2024/25 (in line with first two phases of Action Plan)



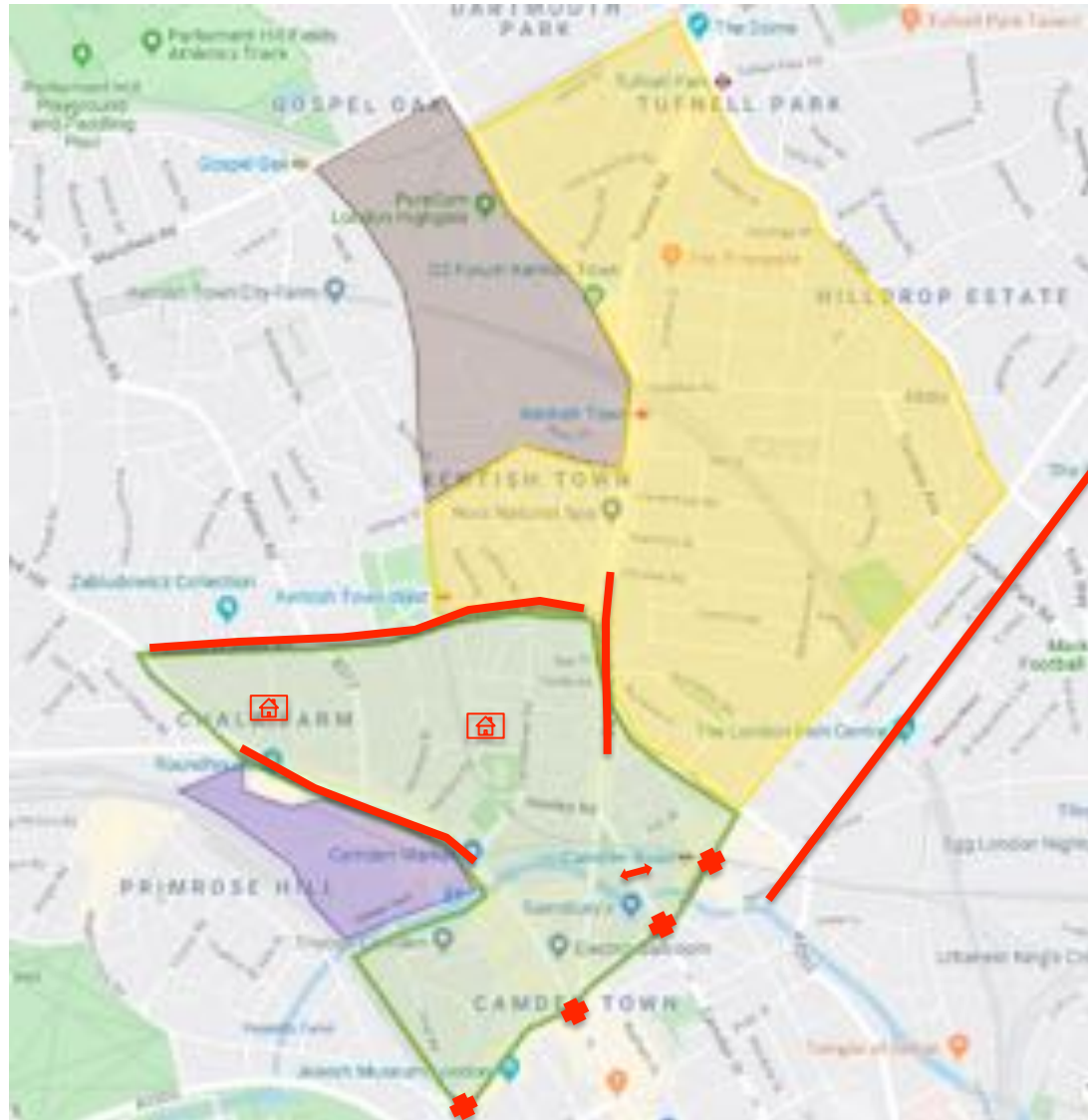
Project areas

**Kentish Town
Healthy Streets
Project Area**

**Kentish Town
Framework**

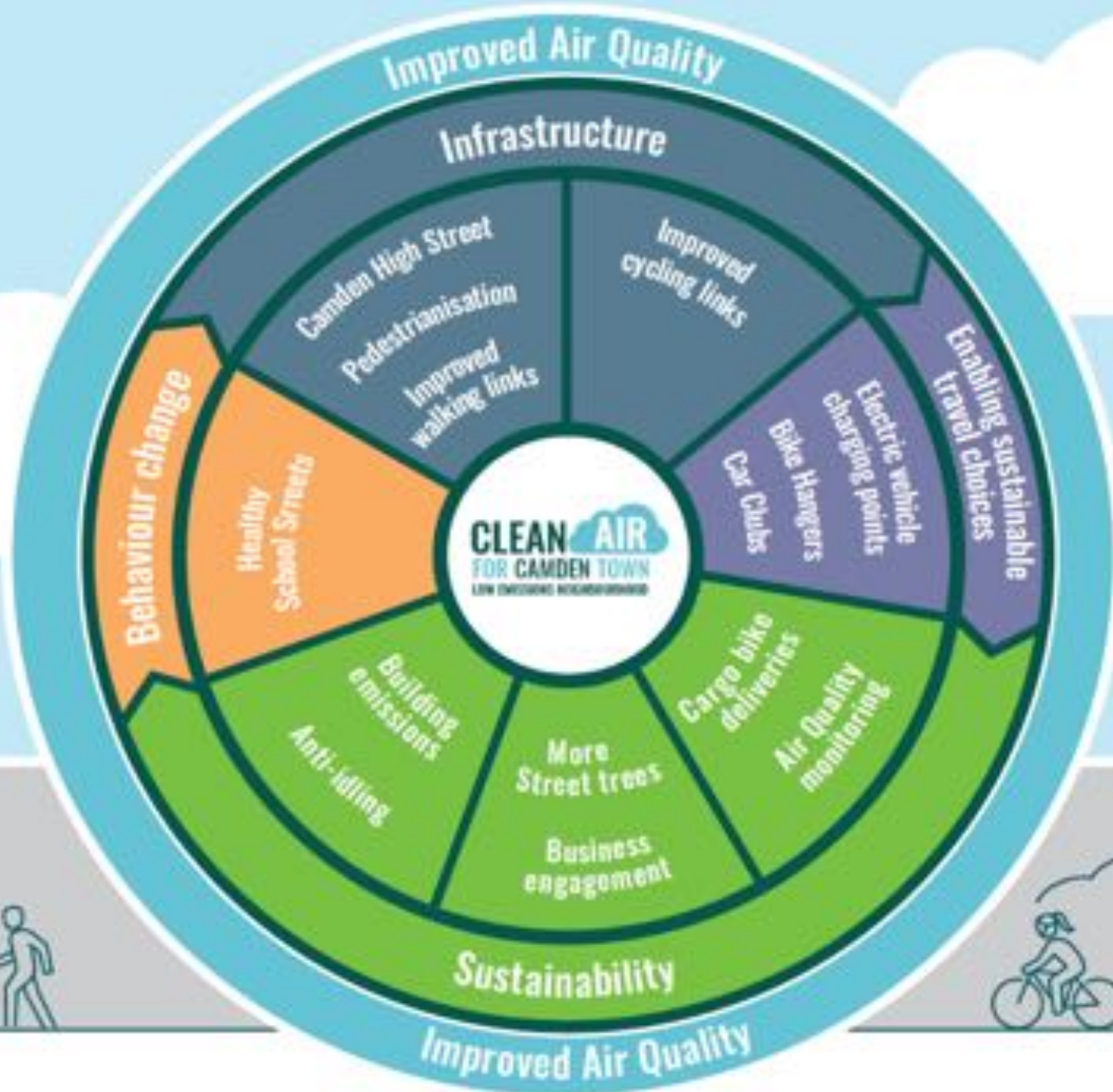
**Camden Town
Low Emission
Neighbourhood**

**Camden Goods
Yard Framework
Area
(Morrison's Site)**



Project Area





Camden High Street



Football - rolling 12 months

The figures shown below are calculated using weekly coverage.



Your set score % is calculated by comparing the 2016/2017 period with the 2015/2016 period ie the figure for December compared December 2015 to December 2016





Camden Cargo Bike Network

The Camden Cargo Bike Network offers cargo bike trials, and freight audits to businesses. Could your business benefit from a free freight audit from a specialist advisor, and a free cargo bike trial?

Why businesses are embracing pedal power:

1. Cleaner: Zero emission deliveries
2. A range of cargo bike types available to suit your needs/services
3. Reduced costs – no congestion or ULEZ charges
4. Enhanced Reputation: more environmentally friendly/sustainable deliveries
5. More Efficient: Reliable journey times

We offer free cargo bike trials and loans including training sessions, enabling your riders to use cargo bikes proficiently and safely

If you would like more information about the Camden Cargo Bike Network, please contact Paul Davis or Michelle Jamieson (020 7974 5537, Travelplans@camden.gov.uk)
www.camden.gov.uk/camden cargobike



SUPPORTED BY
MAYOR OF LONDON



Kentish Town Healthy Streets Project



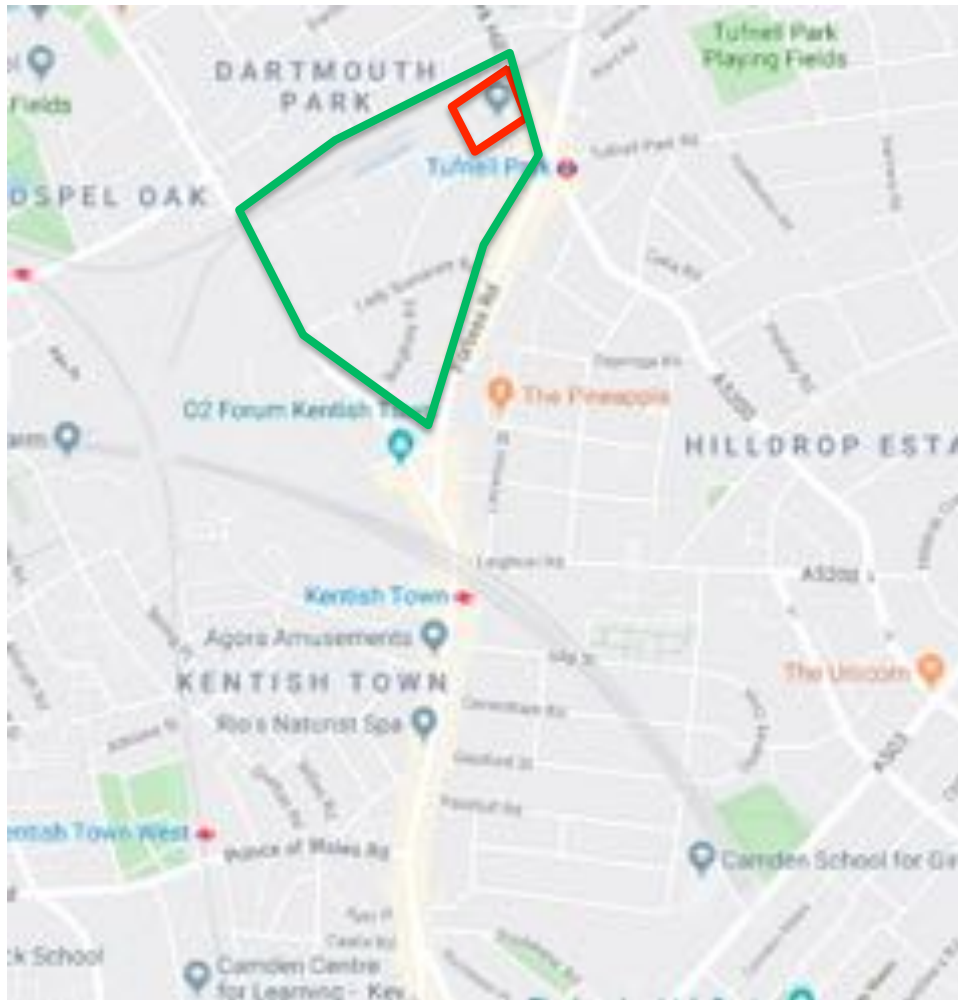
- Improve safety along Kentish Town Road
- Cycling Action plan
- Electric Vehicle Charging Points (EVCs)
- Secure cycle storage hangers

Kentish Town area wide project



- Issue highlighted with through traffic
- Officers commissioned surveys to establish this
- Designed a scheme which would have resolved the issue
- Opposed by community at public consultation
- **Why revisit the issue???**

Acland Burghley School Street



13% area wide decrease
in traffic flows during the restricted times

Islip Street Play Street



Resident suggestions



Area based engagement projects

How to successfully delivery an area based project



The infrastructure needed to produce low traffic neighbourhoods is easy to implement, but this can also be controversial. Being able to get the necessary support and deliver higher levels of support and safe communities can be a challenge for local authorities in general.

DO AN ENTIRE AREA

Low traffic neighbourhoods can be planned as an entire area, surrounded by more traditional roads. Attempts to reduce traffic in part of an area without redesigning neighbouring roads can often result in the same traffic concentrating in fewer streets and/or a decrease in consultation time.

That said, some streets in an area, often around a new development or at a junction, may require more in-depth redesigning. This can be done in a separate project, but it's important to ensure that the redesigning of the area is not seen as a separate project, but as part of the overall redesigning of the area.

START A SMALL CONVERSATION

As you start to plan with a small group of residents, you will need to consider the area as a whole. This conversation highlights the need to do this. It's not just about the area, but about the area as a whole. It's not just about the area, but about the area as a whole. It's not just about the area, but about the area as a whole.



MAKE IT A COMMUNITY CONVERSATION

It takes something and time that identify a need to change the way we live. It takes something and time that identify a need to change the way we live. It takes something and time that identify a need to change the way we live. It takes something and time that identify a need to change the way we live.

ENCOURAGE COMMUNICATION, ENCOURAGE EXPERTISE

Local residents are the best people to know what's going on in their area. They are the best people to know what's going on in their area. They are the best people to know what's going on in their area. They are the best people to know what's going on in their area.

BUILD SUPPORT

Start with other officers and residents throughout the borough. Everyone needs to understand the benefits and support it. It's not just about the area, but about the area as a whole. It's not just about the area, but about the area as a whole. It's not just about the area, but about the area as a whole.

EMPHASISE COMMUNITY-BASED BENEFITS

Start by talking to the residents. They are the best people to know what's going on in their area. They are the best people to know what's going on in their area. They are the best people to know what's going on in their area. They are the best people to know what's going on in their area.



REMOVE ALL THE THROUGH TRAFFIC

Removing all the through traffic is a key goal. It's not just about the area, but about the area as a whole. It's not just about the area, but about the area as a whole. It's not just about the area, but about the area as a whole.

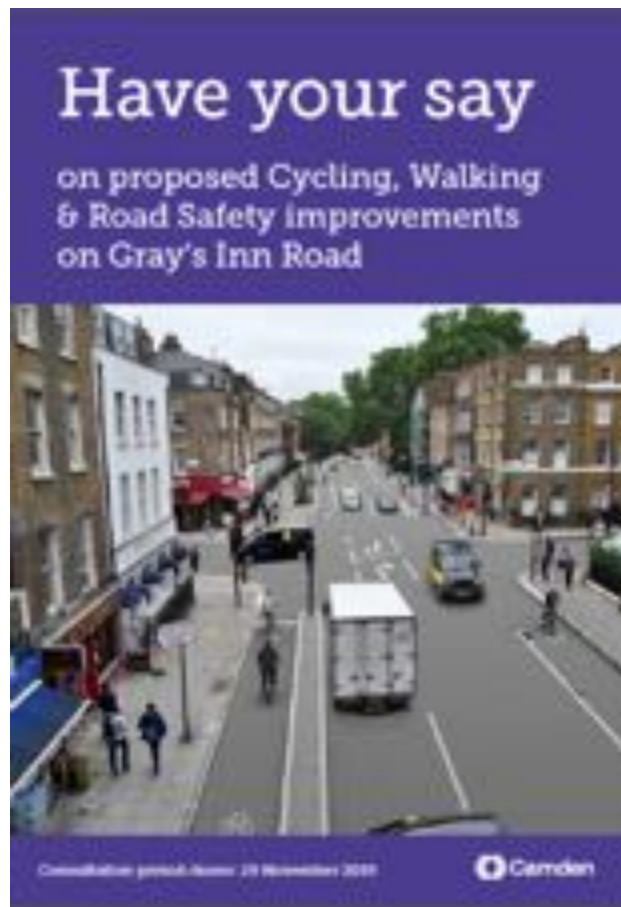
BE READY TO REMAIN CONTINUOUS

Residents are the best people to know what's going on in their area. They are the best people to know what's going on in their area. They are the best people to know what's going on in their area. They are the best people to know what's going on in their area.

"The area has seen a 44.1% reduction in traffic on the road and a reduction in speed from 21 mph to 15.5 mph." Denis Proctor, Programme Manager, Envy Maltham Forest.

The Maltham Forest schemes have in one year seen people in the area with changes walking over 30 minutes more a week - because the roads are quieter, cars are slower and it's easier to get around by walking and cycling.

Corridor projects



© 2004 Blackwell Publishing Ltd, *Journal of Internal Medicine* 255: 103–110

How can you help?
 Please send a text message or email to the address below to help support the Big Bang event. We will be using the information to help us plan the event and to help us to raise the money for the event.

What is the Spanish Youth Training Program?

Abstract: The purpose of this study was to determine the effect of a 12-week training program on the physical and psychological health of elderly people. The study was conducted in a community center in a large city in the United States. The study included 100 elderly people (65 years of age and older) who were randomly assigned to either a control group or a training group. The training group participated in a 12-week program of aerobic and strength training. The control group did not participate in any training. The study found that the training group had significantly higher levels of physical fitness and psychological well-being than the control group at the end of the 12-week program. The study also found that the training group had significantly lower levels of anxiety and depression than the control group at the end of the 12-week program. The study concluded that a 12-week training program can improve the physical and psychological health of elderly people.

What happens if your flight is cancelled by the airline? Is it really that simple?

There is a growing body of research on the effects of the environment on human health. This research has shown that the environment can have a significant impact on the health of individuals and communities. For example, exposure to air pollution can lead to respiratory problems, and exposure to water pollution can lead to gastrointestinal problems. In addition, the environment can also affect mental health, with studies showing that exposure to green spaces can reduce stress and improve mood. Therefore, it is important to consider the environment when developing public health interventions and policies.

© Cambridge

Other people say
 "I don't think I can do it." "I'm not good enough." "I'm not smart enough." "I'm not creative enough." "I'm not confident enough." "I'm not motivated enough." "I'm not disciplined enough." "I'm not organized enough." "I'm not consistent enough." "I'm not persistent enough." "I'm not resilient enough." "I'm not flexible enough." "I'm not adaptable enough." "I'm not open-minded enough." "I'm not curious enough." "I'm not inquisitive enough." "I'm not a risk-taker." "I'm not a team player." "I'm not a leader." "I'm not a follower." "I'm not a worker." "I'm not a doer." "I'm not a finisher." "I'm not a planner." "I'm not a manager." "I'm not a communicator." "I'm not a listener." "I'm not a negotiator." "I'm not a mediator." "I'm not a peacemaker." "I'm not a problem-solver." "I'm not a decision-maker." "I'm not a risk-taker." "I'm not a team player." "I'm not a leader." "I'm not a follower." "I'm not a worker." "I'm not a doer." "I'm not a finisher." "I'm not a planner." "I'm not a manager." "I'm not a communicator." "I'm not a listener." "I'm not a negotiator." "I'm not a mediator." "I'm not a peacemaker." "I'm not a problem-solver." "I'm not a decision-maker."

As well as its official logo, the **WORLD** logo is also used by the World Bank Group.

[illegible]

© 2000 Blackwell Science Ltd, *Journal of Internal Medicine* 247: 399–405

What happens after the drugstore and the doctor?

How do I keep my hands?

What else is happening in the world?

CLEAN AIR
FOR GARDEN TOWN
AND BOSTON SURROUNDINGS

Abstract: This article discusses the role of the state in the development of the private sector in the context of the transition from a socialist to a market economy. It argues that the state has a crucial role to play in the development of the private sector, particularly in the areas of infrastructure, legal system, and financial system. The article also discusses the role of the state in the development of the private sector in the context of the transition from a socialist to a market economy.

Journal of Management Inquiry 22(1) 3-14, © 2013 Sage Publications
10.1177/1056492612470000
http://jmi.sagepub.com
DOI: 10.1177/1056492612470000

© 2006 The Authors
Journal compilation © 2006 Blackwell Publishing Ltd

[Show your eye on the healthy growth of Canadian maps](#)
[Show your eye on the Canadian High-Speed Transportation Corridor](#)
[Project Area](#)



© 2004 Blackwell Publishing Ltd, *Journal of Internal Medicine* 255: 103–110

Downloaded from <http://ajph.org/> on November 10, 2015

Engagement events	Frequently Asked Questions	Graduation Preparation
-------------------	----------------------------	------------------------



[Learn more about the 2014-2015 season](#)
[View the 2014-2015 season schedule](#)
[View the 2014-2015 season schedule](#)

[View all products](#)
[View all products](#)
[View all products](#)

[Gartner Percept Rating](#)
[View With Hublot](#)
[Gartner Shows Inventory on the inside track](#)

CAADEN ESTUDES
A 2000-2001 STUDY

[!\[\]\(3f5477a6ad7457d6c5a54da9edc797f0_img.jpg\)
 Center for Global Policy Studies](#)

© 2000 Blackwell Science Ltd, *Journal of Internal Medicine* 247: 395–401

Downloaded from <http://ajph.org/> on November 10, 2015

[Previous Government Investments](#)
[Find out more about the project](#)
[Design, Selection, Design team](#)



FOR CAMDEN TOWN
and its people

© 2000 Blackwell Science Ltd
Journal of Internal Medicine 247: 395–402

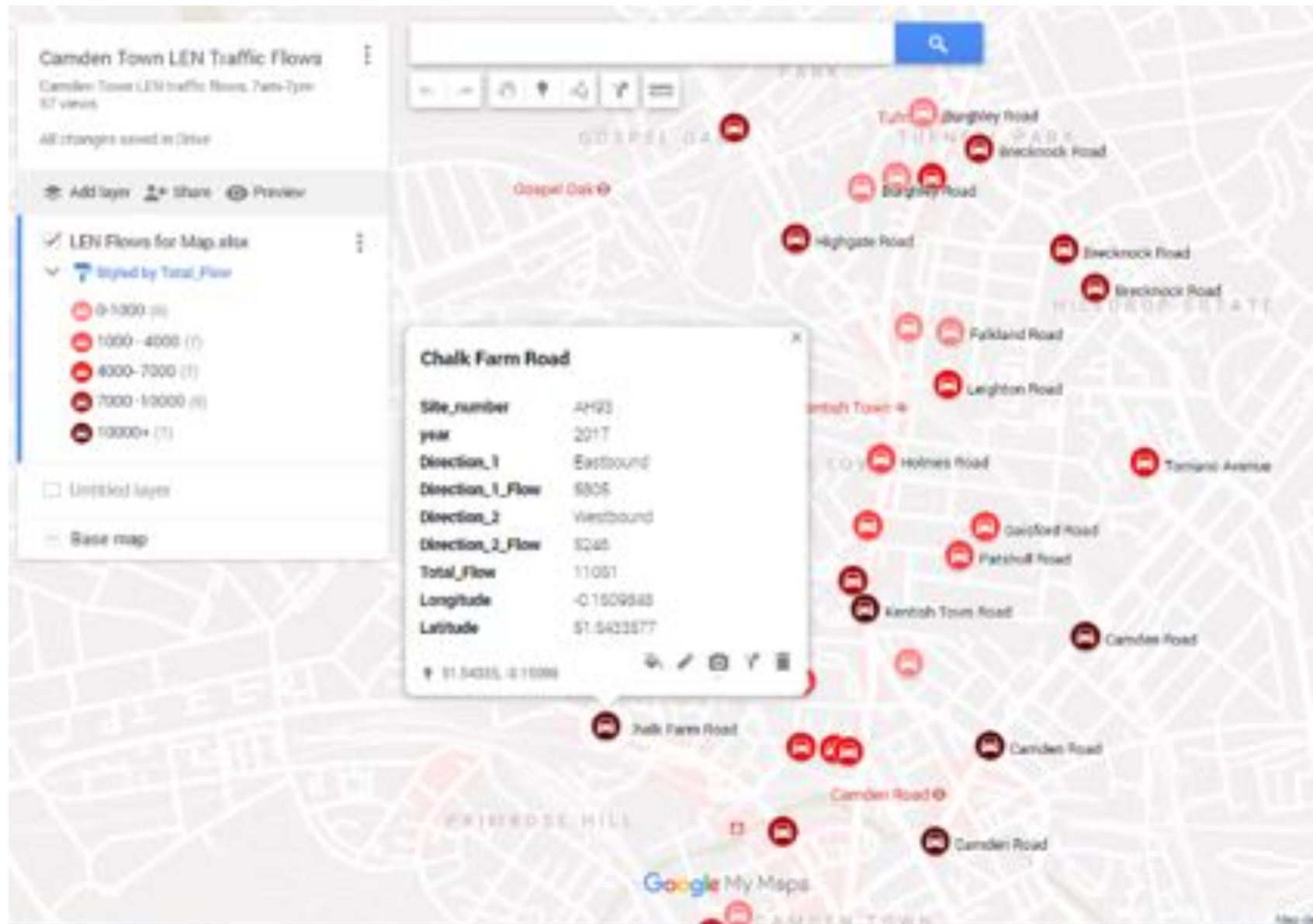
Free trials available at www.pearsoncmg.com

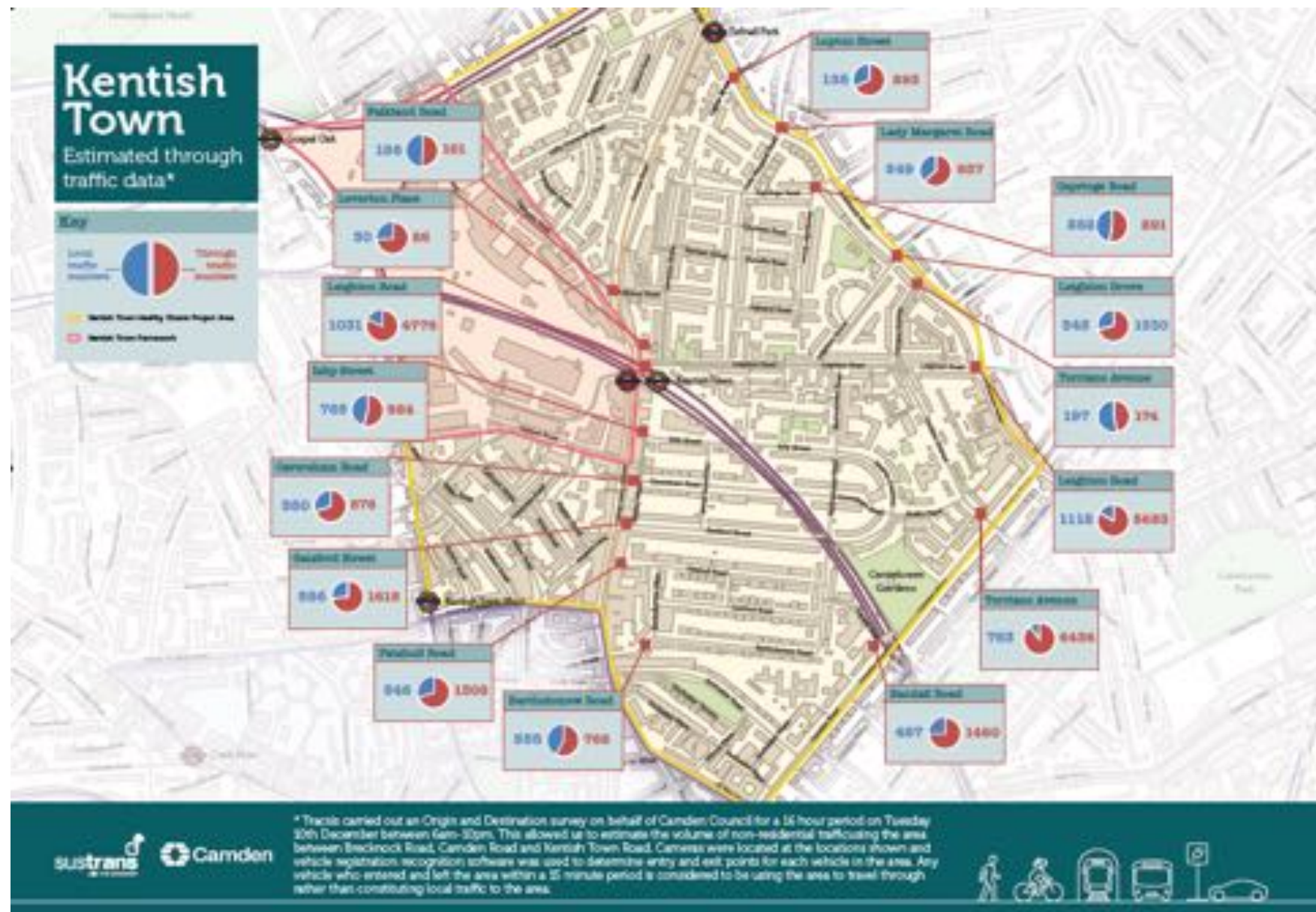


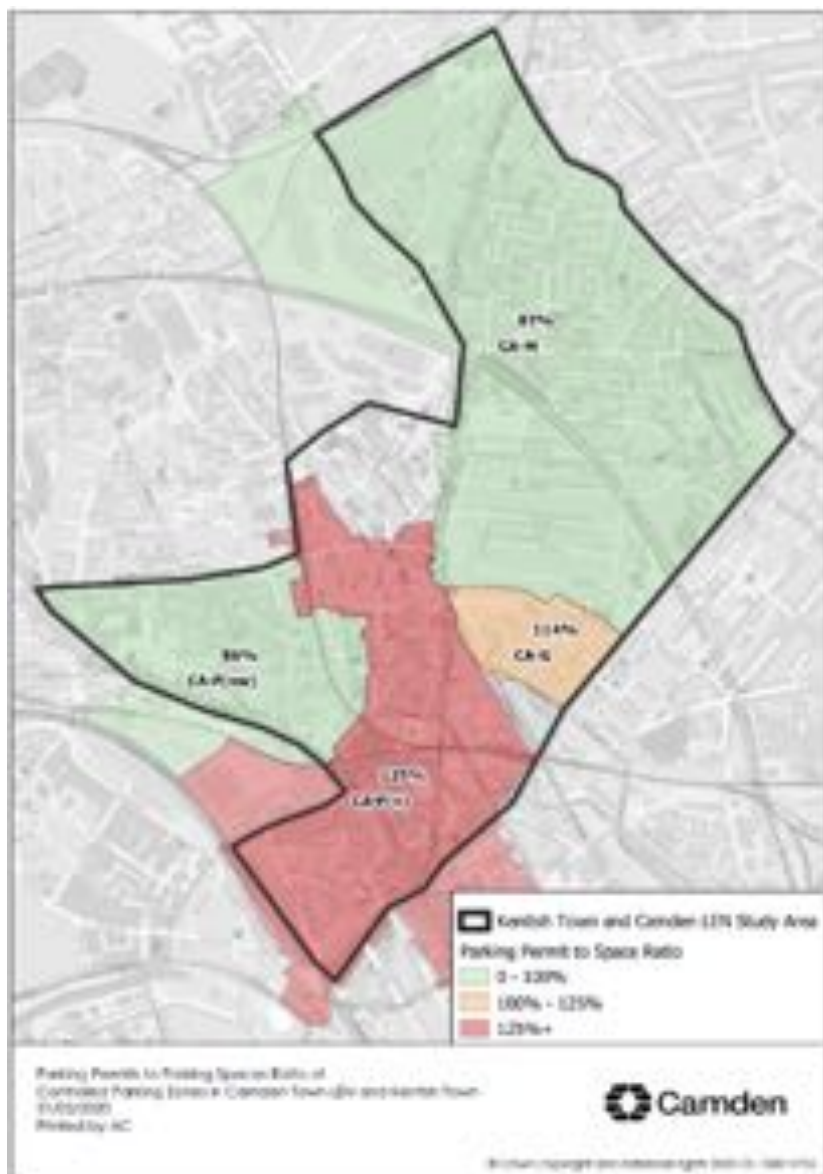
Establish the issues – physical presence



Data







Co design the solutions



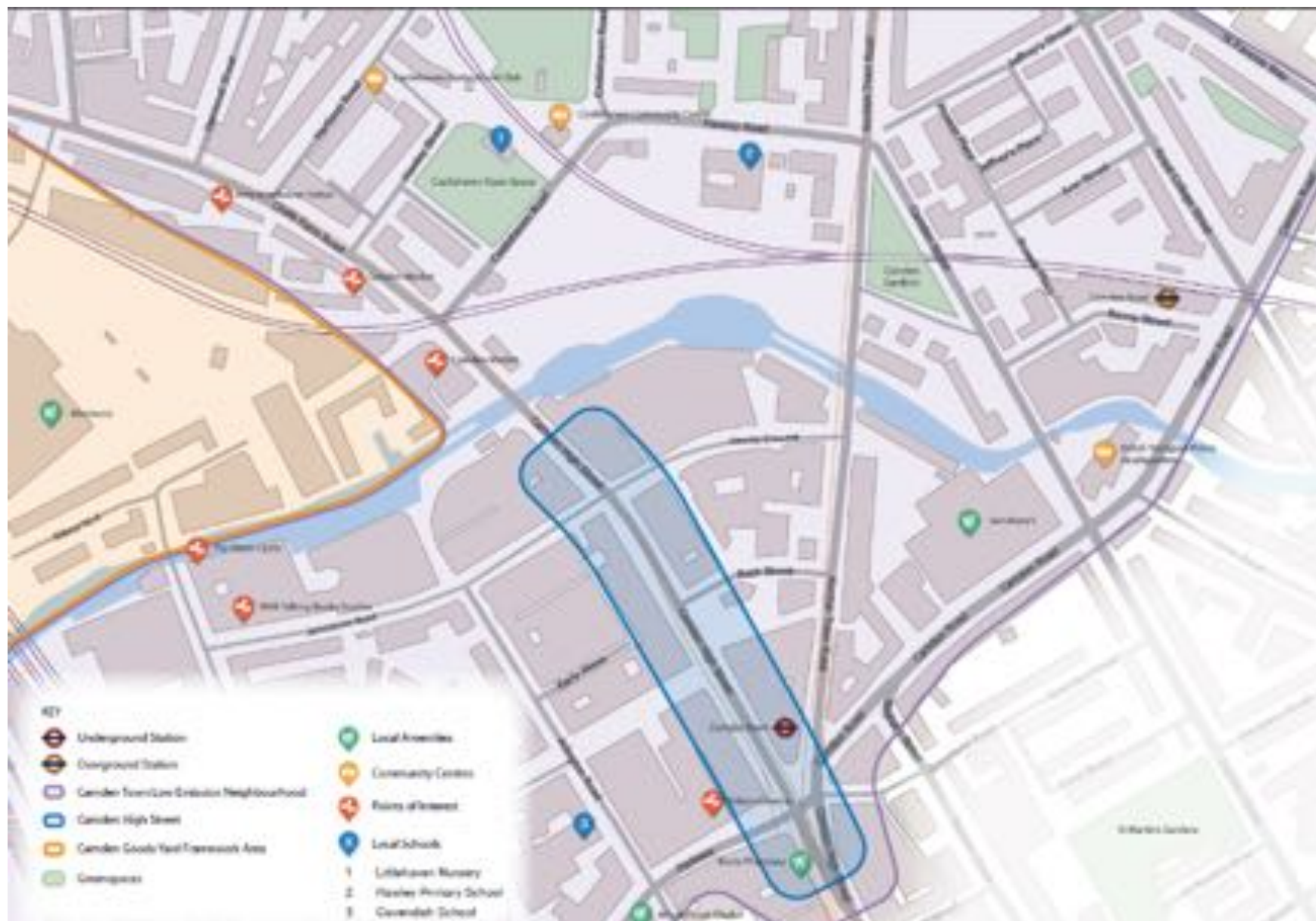
Programme

Jan – April

Engagement/Co-Design workshops/Modelling

Funding for both projects runs until March 2022





Contact me

Karl Brierley– Karl.Brierley@Camden.gov.uk

