

CAMDEN TRANSPORT STRATEGY

APPENDIX C1: Cycling Action Plan (Final Version)

APRIL 2019

1. Purpose and context of the Cycling Action Plan

- 1.1. The Cycling Action Plan (CAP) pulls together into a single, focussed and clear plan of action the various policies and measures contained within the Camden Transport Strategy (CTS) that enable and support increased and safe cycling levels in Camden.
- 1.2. Our central goal is for there to be more cycling, more safely and more often in Camden and to implement actions support that aspiration. Camden's current resident's mode share by bike – 3.6% – has not changed for a number of years and the policies within the CTS, and specifically the CAP, aim to address that lack of cycling growth. Our ambition is to double cycle mode share by 2024/25, and double it again by 2041 – and ensuring that this growth in cycling levels is inclusive across all communities, including children, the elderly and people with disabilities.
- 1.3. This Plan, and associated measures and policies in the CTS, and Road Safety Action Plan, also sets out to dramatically improve cycle safety in the Borough – between 2014 and 2016 (most recent data) there were 22 cycle Killed and Seriously Injured (KSI) casualties in the Borough, a figure we aim to reduce to zero by 2041.
- 1.4. The CAP is split between two main components: infrastructure schemes (cycle networks, cycle parking and so on) that enable increased, safe cycling levels in the Borough, and supporting measures (including behaviour change/smarter travel programmes such as training, cycle hire, travel planning etc). It is intended that the combination of these measures will not only address the central goal of more frequent and safer cycling across the whole of the Borough, but also address relatively low cycling flows that are observed north of Camden Town/Kentish Town in particular.
- 1.5. These two components will help deliver core objectives within the CTS, as shown in Table 1, below.

Table 1: Cycling Action Plan Scheme Typology and CTS Objectives fit

Camden Transport Strategy Objective	Cycling Infrastructure Schemes	Supporting Measures
To transform our streets and places to enable an increase in walking and cycling	✓	

Camden Transport Strategy Objective	Cycling Infrastructure Schemes	Supporting Measures
To reduce car ownership and use, and motor traffic levels in Camden	✓	✓
To deliver a transport system and streets that are accessible and inclusive for all	✓	✓
To substantially reduce all road traffic casualties in Camden and progress towards zero Killed and Seriously Injured casualties	✓	✓
To reduce and mitigate the impact of transport-based emissions and noise in Camden.	✓	✓
To deliver an efficient, well maintained highways network and kerbside spaces for the sustainable movement of goods and people	✓	
To ensure economic growth and regeneration is supported by, and supports, a sustainable transport network	✓	✓

1.6. The Action Plan will also help the Borough's progression towards some of the core targets within the CTS, which in turn link back to the Mayor's Transport Strategy. A full set of targets for the Cycling Action Plan is shown in Appendix B.

2. Component A - Infrastructure Measures

2.1. The centrepiece of this Action Plan, and the central element of the infrastructure initiatives, will be the creation of a Borough-wide cycle network, intended to create a network of cycle routes that are safe, comfortable and accessible for all, to help achieve the overarching cycling goal and supporting targets. The currently-planned network (subject to individual assessments and approvals) is contained in Appendix C, and includes our, and TfL's, proposed cycle networks including Future Cycle Routes, Cycle Superhighways, Quietways and so on. The network has been developed in a way which reflects links across our Borough boundaries, to ensure onward route connections. The network will be reviewed on a 3-yearly basis (in line with the rest of the CAP) to reflect progress and an updated list of priority projects for the following three year period. Appendix D simplifies the visualisation to show what is planned to be delivered within this first two phases of this Action Plan (by 2024/25).

2.2. This network will combine direct, improved routes on the existing main road network with a complementary set of routes on quieter roads and through appropriate open spaces, based on the London Cycle Design Standards (LCDS). The typologies for these two sets of routes are set out below:

- (i) Primary Cycle Network – using existing main road corridors to cater for direct desire lines for cyclists i.e. making safe and accessible the routes that cyclists are likely to choose to use. As these corridors will tend to be (but are

not exclusively) on the busier, larger roads in the Borough, we will look to separate cyclists from general vehicular traffic, and pedestrians, where funding and space permits. This separation would be in the form of time (cycle specific phases at junctions), and space (physical separation).

- (ii) Secondary Cycle Network – largely, but not exclusively, using quieter, residential streets and/or suitable parks and open spaces in the Borough. Where these networks require the use of a larger (main) road with heavy traffic flows, again separation from other modes will be delivered where feasible. Separation would again be in the form of time and space.

Figure C1: Gower Street visualisation – an example of a Primary Cycle Network route



2.3. Routes for prioritisation in each three year programme of investment have been identified based on criteria including:

- Using TfL's 'propensity to cycle' information, (more recent) Strategic Cycling Analysis, and our own cycle flow data to identify links of the network that have either current and/or future (expected) high levels of cycling demand. This will help ensure funding is prioritised in locations which will see the greatest return on investment;
- Connections to existing/currently programmed parts of the cycle network: connecting into and therefore extending existing high quality parts of the network rather than sections that would appear in isolation and not provide any onward links;

- Where there is a good chance of securing additional inward investment (developer contributions, other TfL funding sources such as ‘Quietways’ for example) to increase the opportunities of delivering a genuinely transformational scheme;
 - Where the timescales of proposed investment in a section of the cycle network do not conflict with other known activities that would prevent routes from being delivered;
 - An assessment of the proposed link shows that there is a reasonable likelihood of being able to deliver a suitable scheme for the typology of the road within the proposed timescales (whether a ‘primary’ or ‘secondary’ route) and;
 - Links within the inner and central part of Camden in particular that will help alleviate high levels of known future congestion/demand on Underground lines
- 2.4. Schemes may well run across two financial years in order to provide sufficient funding levels. In addition any cycle network interventions will also aim to, at the same time, improve road safety for all road users and identify opportunities for benefits for pedestrians/accessibility in each scheme.
- 2.5. Some of the proposed alignments are not on Camden’s highway network but on TfL’s ‘TLRN’ routes – including the Hampstead Road/Oakley Square/Camden Street corridor (A400), Camden Road and Euston Road. We will therefore work closely with TfL to deliver improvements on those roads during various phases of this Plan.
- 2.6. We will also take advantage of planned reductions in highways capacity, due to construction/other highways works (such as utilities), to monitor levels of traffic displacement and use this as a guide for potential long-term reallocation of road space. A good example is Euston Road, where we will work with TfL to understand the impacts of the closure of a lane of traffic for 7 years during the HS2 construction period, and test longer term reallocation of that space for cyclists, pedestrians and all vulnerable road users.
- 2.7. Infrastructure improvements will not just be delivered on defined network ‘routes’, but also via:
- (i) ‘Permeability’ improvements for cyclists which will be delivered Borough-wide including, over the first two phases of the Action Plan (to 2024/25), converting all feasible one-way roads to two-way for cycling;

- (ii) As part of complementary road safety improvements (for details see the Road Safety Action Plan), particularly at junctions where the majority of cycle collisions occur;
- (iii) Improvements for cyclists built into all highways schemes – through all funding sources – regardless of whether those schemes are on defined cycle ‘routes’ or not
- (iv) Implementation of enhanced signage across the Borough and Advanced Stop Lanes (ASLs) at junctions where these are not already provided

Figure C2: Exempting cycles through a no-entry for vehicles, delivering improved connectivity for cyclists



- 2.8. In addition, cycling benefits will be achieved through measures primarily aimed at reducing traffic, but which also enable walking and cycling – including closing roads to through traffic either on a permanent basis or through ‘timed closures’ such as the Healthy School Streets programme.
- 2.9. Finally we will deliver a rolling programme of improved cycle parking facilities on- and off-street including secure cycle hangars for residents, as well as ‘M’ stands for general use.
- 2.10. On any route, or specific piece of infrastructure, we will design schemes according to the latest version of the London Cycle Design Standards. In doing so our intention is to create cycling environments that are safe, consistent, coherent and attractive for all ages.

2.11. No specific ‘target’ has been set for each individual cycle network infrastructure measure in Appendix C. The Council will aim to deliver those sections of routes/schemes as set out in the Action Plan (Appendix B) in the timescales provided, with an annual update report to include progress against delivery of those sections. However, an overall target for infrastructure provision – the percentage of Borough residents within 400m of a London-wide strategic cycle network – is included as per the MTS requirements.

3. Component B - Supporting measures

3.1. We will support and encourage those who live, work and study in the Borough to cycle more safely, and more often, through a package of complementary measures. An important part of this work will be enabling those groups who are currently less represented in cycling, for a variety of reasons, to take to two wheels.

3.2. To help achieve that aspiration, we will continue to deliver our extensive cycle training programmes including for adults, for children within schools, and for families. We will also continue to roll out our highly successful Community Cycling Programme, offering an opportunity twice a week for all members of the community – and especially those from groups who are typically under-represented in cycling – an opportunity to ride bikes in an inclusive environment that is suitable to their needs. We will signpost participants in these programmes to other activities that will help enable ongoing cycling.

Figure C3: Cycle Training being delivered in Camden



3.3. In addition, many residents of the Borough are excluded from cycling due to lack of access to a bike. To help ease those problems, we will (i) continue to offer our cycle loan scheme, including the provision of adapted bicycles and e-bikes for

those who need them, (ii) monitor, and expand where suitable, the existing dockless bike hire offerings in the Borough and (iii) expand the existing network of TfL Cycle Hire stations in the Borough – there are currently over 1,800 docking points - through securing funding from (relevant) development sites. One focus of cycle hire will be expansion in and around stations across Camden, to offer onward connections by bike and relieve overcrowded public transport networks/less efficient modes of travel.

- 3.4. E-bikes are likely to provide a significant opportunity moving forward in Camden to increase cycling levels both amongst residents/visitors (particularly in terms of the challenging topography in the north of the Borough, and those with – for example - health issues that may need extra assistance) and to increase volumes of freight that can be transported by bike. We will therefore work with partner organisations including TfL, local stakeholder groups, businesses and others to expand e-bike and cargo bike availability in the Borough – and potentially the implementation of e-bike hire facilities.
- 3.5. Camden delivers weekly term-time cycle training at Swiss Cottage SEN school, working with around 20 children per term and delivering off- and on- street training. Camden also delivers term-time cycle training in Regent's Park (using all ability bikes) with students from Bridge School. We will continue to deliver those activities as part of this Action Plan and explore other opportunities to support and promote all-ability cycling.
- 3.6. Camden has historically run a number of events and workshops to help enable regular, safe cycling – including 'Exchanging Places' initiatives (demonstrating to cyclists the perspectives and sight lines of drivers of Heavy Goods Vehicles), 'Dr Bike' events (providing road-side maintenance of bikes on busy cycling corridors) and others. We will continue to run these programmes as part of this Action Plan.

Figure C4: Dr Bike events are provided as part of our programme to support cyclists in the Borough



- 3.7. As well as actual road collision data, we know that perceptions of (poor) road safety are an additional barrier to cycling across London, including in Camden. We will continue to address these concerns both through our cycle training programmes, and other awareness-raising activities for cyclists – but also through programmes aimed at drivers and fleet operators. This will include continuing existing initiatives operating in the Borough, such as Work Related Road Risk (WRRR), to improve driver training, vehicle safety equipment and so on amongst the Council's fleet operators. We also mandate, using the planning process, Safe Urban Driver training for drivers servicing sites with a Construction Management Plan, which includes enhanced awareness of vulnerable road users.
- 3.8. Partnership working will also be a key part of our approach. We will continue to work with universities including UCL, SOAS, Birkbeck to deliver Exchanging Places, cycle maintenance sessions, and Urban Cycle Skills sessions. Camden also delivers training for community groups in Kilburn and Camden Town. We will also continue to use travel plans and related measures – with schools, new developments and employers – to provide cycle facilities/training and awareness raising – that further encourages increased cycling levels.
- 3.9. Finally we will continue to review and improve the way in which we promote and communicate our behaviour change programmes to ensure they are reaching intended audiences and maximising uptake of our schemes.

4. Funding

- 4.1. The Cycling Action Plan has been developed in the context of a challenging funding environment, both in terms of reduced allocations through the LIP, and limited availability of supporting contributions from other external sources. Our ability to deliver the measures outlined in this Action Plan will therefore be

dependent upon the level of all funding sources secured in each financial year. All current, known sources have therefore been explored to maximise potential funding levels to contribute towards delivery of schemes.

- 4.2. Infrastructure schemes will be funded through multiple sources including as part of LIP 'area-wide Healthy Streets Projects', TfL's Cycle 'GRID' and Cycle Superhighways/Cycle Quietways programmes (and any successful 'Liveable Neighbourhoods bids'), and developer contributions. Smaller infrastructure schemes, such as rolling out cycle hangars across the Borough, could also be funded through local Community Infrastructure Levy (CIL) contributions, subject to local residents and Ward Councillors' support.
- 4.3. Where appropriate we will also use funding from the HS2 Road Safety Fund, which specifically sets out an intention to support cycle safety improvements. In addition, there will be a dedicated funding allocation for cycle network development in the LIP each financial year.
- 4.4. Behaviour change and supporting measures initiatives will principally be funded through the LIP, bids to TfL for additional sources such as (ad-hoc) extra funding made available for cycle training programmes and any relevant developer contributions.
- 4.5. We will also work closely with internal departments (public health, sports and physical activity teams) and external agencies to explore all non-transport funding that may contribute to the overall goal of more and safer cycling.
- 4.6. Finally we will apply for any other relevant funding streams to support the Cycling Action Plan as and when they become available.

5. Monitoring and Review

- 5.1. We will provide annual updates on progress against the CAP as part of the annual CTS update, which will be published on the Camden website. This will review annual progress against key actions (infrastructure and supporting measures) as well as updates on progress against targets. Within each year we will continue to hold quarterly meetings with Camden Cyclists, including reviewing progress against the Action Plan outcomes.
- 5.2. It is proposed to review the Cycling Action Plan in full towards the end of each three year programme, and update the actions and targets based on information and evidence available at that time.
- 5.3. As a result, whilst the three year programme for 2019/20 to 2021/22 is reasonably well established, any actions for the following phase/three year period (2022/23 to 2024/25) are projected and will be finalised at the three year review period during 2021/22 financial year.

Appendix A: Camden Cycling Action Plan (2019/20 to 2024/25)

Component A: Infrastructure Measures	Phase 1	Details/Notes	Phase 2	Details/Notes
	2019/20 to 2021/22		2022/23 to 2024/25	
Borough wide cycle network development				
Implementation of primary and secondary cycle network routes	Midland Road – Judd Street – Brunswick Square corridor (completion)	Completion of scheme with stepped tracks and new crossing of Euston Road, providing continuous link between Kentish Town and Bloomsbury	Chalk Farm Road/Haverstock Hill (Hawley Road to Prince of Wales Road)	Provision of enhanced cycling infrastructure along Chalk Farm Road and linking Ferdinand Street into Camden Goods Yard development
	Tavistock – Torrington corridor (completion)	Installation of final scheme/ layout subject to consultation and approvals	Clerkenwell Boulevard (Bloomsbury Street to Farringdon Road)/High Holborn	Assessing feasibility and implementation of providing cycling infrastructure along Theobald’s Road/High Holborn alignments,and implementation
	Pratt – Delancey corridor (completion)	Delivery of separated cycle infrastructure and upgraded junctions along this corridor subject to approvals	Haverstock Hill (Prince of Wales Road to Upper Park Road)	Provision of protected cycle lanes along this link
	Camden Road to Tottenham Hale (commencement)	Implementation of cycle route to link Camden Town area with Finsbury Park and beyond	Camden Road to Tottenham Hale (completion)	We will also work with TfL to provide onwards connections from Camden Road to the West End via sections of TfL’s ‘TLRN’ road network

Component A: Infrastructure Measures	Phase 1	Details/Notes	Phase 2	Details/Notes
	2019/20 to 2021/22		2022/23 to 2024/25	
Implementation of primary and secondary cycle network routes (cont.)	Grays Inn Road corridor improvements (Harrington Street to Holborn)	Implementation of dedicated cycling facilities along Grays Inn Road as part of Phase 3 of Farringdon area Healthy Streets Project	Goods Way (Midland Road to York Way)	Conversion of existing advisory cycle lanes into fully/semi segregated cycle tracks
	York Way (Agar Grove – Wharfdale Road) Phase 1	Start of delivery, subject to funding, of dedicated cycling facilities along this stretch of York Way including protected cycle lanes where feasible	York Way (Agar Grove – Wharfdale Road) Phase 2 (completion)	Completion of scheme
	Swiss Cottage to Cantelowes east-west corridor (Phase 1)	Implementation of dedicated cycling facilities on Prince of Wales Road (westbound)	Swiss Cottage to Cantelowes east-west corridor (Phase 2)	Implementation of dedicated cycling facilities on Prince of Wales Road (eastbound)
	Albany Street corridor	Dedicated cycling facilities and pedestrian improvements along Albany Street, subject to interaction with HS2	Adelaide Road corridor	Provision of separated cycling infrastructure wherever feasible on length of Adelaide Road between Chalk Farm Road and Swiss Cottage
	Completion of West End Project – Gower Street and TCR	Implementation of stepped cycle tracks on Gower Street, timed restrictions to most motor traffic on Tottenham Court Road, and	Hampstead Road	Dedicated cycling facilities and pedestrian improvements along Hampstead Road, subject to interaction with HS2. Hampstead

Component A: Infrastructure Measures	Phase 1	Details/Notes	Phase 2	Details/Notes
	2019/20 to 2021/22		2022/23 to 2024/25	
Implementation of primary and secondary cycle network routes (cont.)		multiple other cycling improvements in project area		Road is part of the TfL 'TLRN' network and we will therefore work in partnership with TfL to ensure this scheme is delivered
	Kentish Town Road (Castle Road to Highgate Road/Fortess Road)	Delivery of dedicated cycling facilities along Kentish Town Road, where feasible, as part of Kentish Town area Healthy Streets Project	Identification and delivery of additional sections of network subject to funding including Quietways and other TfL funded programmes	
	Fitzjohn's Avenue corridor	Implementation of cycling facilities, particularly northbound, along Fitzjohn's Avenue as part of broader road safety scheme		
	Cycle Superhighway 11	Provision of an improved route between Swiss Cottage and the West End, providing safer conditions for cyclists and upgraded pedestrian facilities, subject to further development and approvals		
	Prince Albert Road corridor	Dedicated cycling facilities along length of Prince Albert Road in Camden including		

Component A: Infrastructure Measures	Phase 1	Details/Notes	Phase 2	Details/Notes
	2019/20 to 2021/22		2022/23 to 2024/25	
Implementation of primary and secondary cycle network routes (cont.)		segregated/ lightly segregated tracks on sections		
	Hawley Road two-way cycling	Implementation of protected two-way cycle track/facilities on Hawley Road as part of Camden Town area Healthy Streets Project		
	Quietways networks	Identification of, bidding for funding to TfL for, and delivery of branded Quietways routes in Camden		
Cycle permeability	Identification and implementation of rolling programme of 'quick-win' measures including cycle contraflows on all feasible one-way streets and cycle cut-throughs			
Cycling in parks	Working with communities we will trial permitting considerate cycling through carefully specified paths in parks where this contributes to the wider cycling network			
Borough-wide road safety schemes	Link/cell/node improvements (for details see Road Safety Action Plan) for all vulnerable road users, including cyclists, at locations identified through Borough Road Safety Audit and Road Safety Action Plan.			
Traffic-reduction measures that enable safe cycling	Permanent closures to motor traffic based on prioritisation of stakeholders' requests, and 'timed' closures outside schools/other identified locations.			
Maintaining and protecting	We will: (i) work with internal and external partners to protect cycling facilities during construction – keeping cycle routes open when highways are taken over for development/construction sites and prioritising use of the highway for construction rather than cycle facilities and (ii) work with internal colleagues to ensure improved cycle facilities are incorporated within scheduled highways maintenance works wherever possible			
Wayfinding	Working with local cycling groups and stakeholders to identify and then upgrade signage across the network			
Cycle Parking	Roll out of cycle hangars programme on street and in estates, plus on-street cycle stands			

Component A: Infrastructure Measures	Phase 1	Details/Notes	Phase 2	Details/Notes
	2019/20 to 2021/22		2022/23 to 2024/25	
	Trial cycle parking provision for cargo bikes/adapted bikes/trailers on-street and roll out if successful			

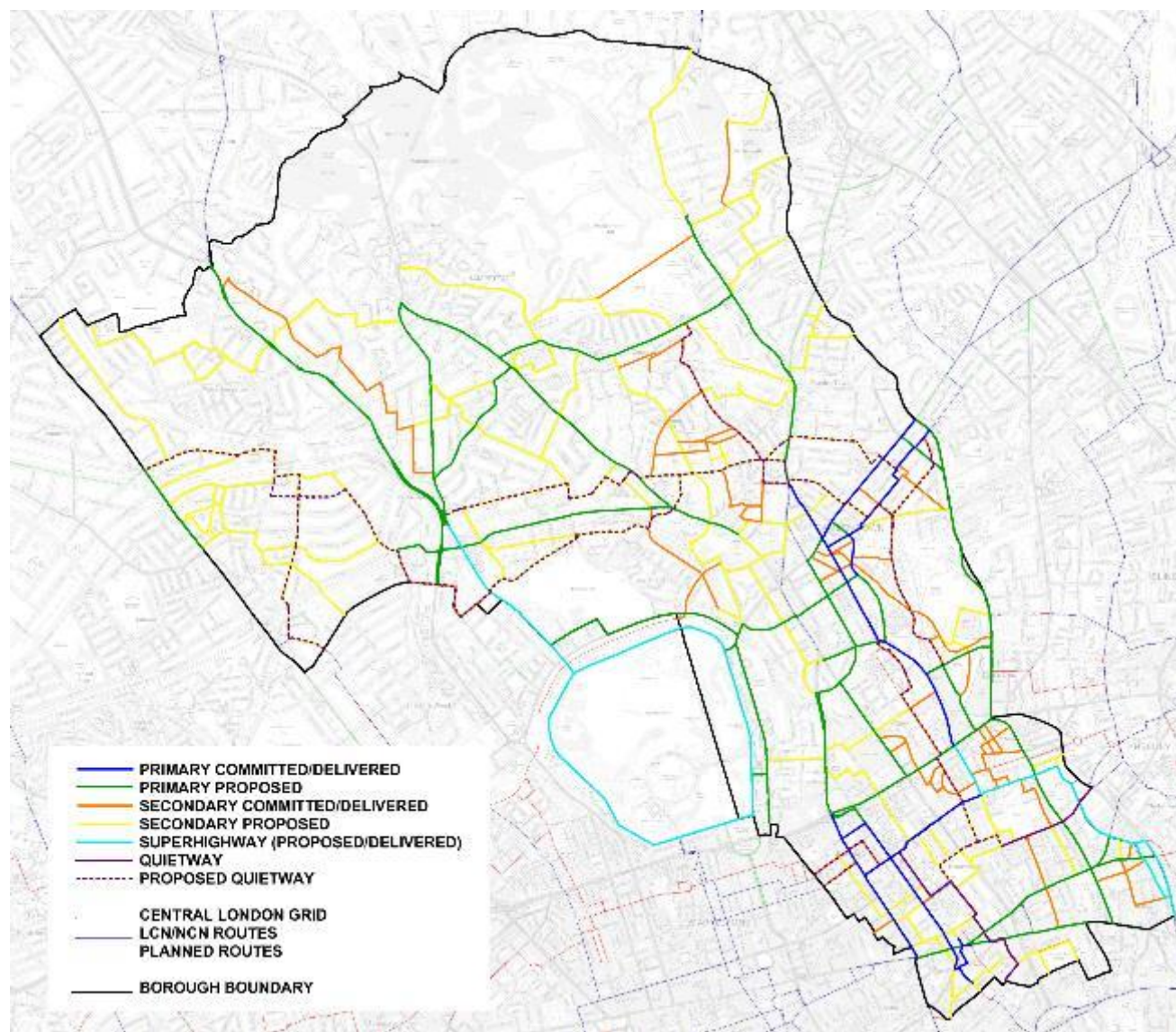
Component B: Supporting Measures	
Action	Details (delivery in all phases of Plan)
Cycle Training	Continued roll-out of Borough-wide cycle training programmes for children (including at schools), adults and families
Cycle Hire	Continued roll-out of Santander Cycles in/in vicinity of relevant new development sites and other locations as appropriate. Analyse trial of dockless bike hire and expand if successful. Engage with operators to encourage availability of e-bikes within fleet
Community Cycling Programme	Continuation of Camden's Community Cycling Programme, engaging residents from communities who are traditionally less likely to cycle. Continuation into Phase 2 subject to ongoing funding availability
Cycle Loan Scheme	Continuation of short-term loan of bikes to residents, including e-bikes, to encourage longer term use and purchase of a bicycle
All-ability cycling	Continue to deliver all-ability cycle training in Regent's Park, schools and other opportunities as they arise
Reducing road danger from fleet operators	Further roll-out of existing programmes to improve vehicle safety, increase driver awareness of cyclists, and other measures through schemes including WRRR, CLOCS and FORs
Events and Support	Regular Dr Bike initiatives and Exchanging Places events run across the Borough
E-bikes and cycle freight	We will conduct a comprehensive review in Phase 1 of provision of e-bike and cargo bike services and facilities and implement a range of actions (in both Phases), working with external partners and organisations, to increase uptake and use of these types of bikes in the Borough
Travel Planning	Working with universities, development sites, schools, businesses and other organisations to promote, encourage and enable the uptake of cycling as part of travel planning

Appendix B: CTS Cycling Action Plan – Output and Outcome Targets

Indicator	Indicator Type	How Measured	Baseline	Interim Target	Long-term Target	Notes
Borough-wide Cycling Levels						
Cycle Mode Share	Outcome	LTDS	3.6% (2014/15 to 2016/17)	7.5% (2024/25)	15% (2041)	Local target to double cycle mode share by end of phase 2 of action plan and double again by 2041
Cycle Flows	Outcome	Camden Annual Screenline Counts	32,198 (2017)	2% increase in cycle flows per annum		Calculated as an average increase across all 4 Screenlines
	Outcome	Automatic Cycle Counters	n/a	2% increase in cycle flows per annum against baseline for each site		Currently 8 counters in Borough; will expand provision during Strategy to monitor flows
Regular Cycling Activity						
Cycling to School	Outcome	Hands-up school surveys	2% (2014/15 to 2016/17)	6% (2024/25)	12% (2041)	Local target so interim date reflects end of Phase 2 of Action Plan
Cycling to Work as a 'main mode'	Outcome	LTDS	5% (2014/15 to 2016/17)	10% (2024/25)	15% (2041)	Local target so interim date reflects end of Phase 2 of Action Plan
Percentage of residents doing at least 20 minutes of active travel (walking/cycling) per day	Outcome	LTDS	48% (2014/15 to 2016/17)	53% (2021)	70% (2041)	Mandatory TfL target

Indicator	Indicator Type	How Measured	Baseline	Interim Target	Long-term Target	Notes
Percentage of adults doing any cycling, at least once a month	Outcome	PHE Fingertips	18.8% (2014/15)	23% (2024/25)	30% (2041)	Local target so interim date reflects end of Phase 2 of Action Plan
Cycle Infrastructure – Network, Safety and Parking						
Percentage of residents within 400m of strategic cycle network	Output	TfL (GIS and Strategic Cycling Analysis)	0%	48% (2021)	93% (2041)	Mandatory target set by TfL based on currently planned network
Cycling casualties – KSIs	Outcome	Accident statistic data. Due to limited trip number/distance data it is not feasible to set targets for cycle KSIs per km/trip. Instead we will report annually on total cycle KSI figures and show how these relate to the changes in cycling levels over that time	22 (2014-2016)	14 (2024/25)	0 (2041)	We will also report annually on total cycle casualties (KSIs and slights) each year
Secure on- and off-street cycle parking spaces	Output	Minimum number provided per annum	n/a	Minimum of 50 secure spaces provided per annum		
Access to a Bike						
Percentage of Camden residents with access to a bicycle in household	Output	LTDS	37% (2016/17)	42% (2024/25)	50% (2041)	Local target so interim date reflects end of Phase 2 of Action Plan

Indicator	Indicator Type	How Measured	Baseline	Interim Target	Long-term Target	Notes
Number of Cycle Hire bikes in Borough	Output	Camden/TfL/Operator(s) data	200 Dockless Bike Hire (DBH) Bikes (2018) 1,820 Santander Cycle Hire docking points (2018)	400 DBH bikes (minimum) by 2024/25 2,000 (minimum) Santander Cycle Hire docking points by 2024/25	TBC	We will assess provision and take up of both types of cycle hire facilities at the end of Phase 2 of the Action Plan and set appropriate revised targets from that point
Cycle Training						
Adults Cycle Training	Output	Number trained per annum – adult cycle training and CCP programmes	We will aim to train a minimum of 150 adults/year to Bikeability level 1; 150 adults/year to Bikeability level 2; and 100 adults/year to Bikeability level 3			
Children Cycle Training	Output	Number trained per annum – schools cycle training and CCP programmes	We will aim to train a minimum of 400 children/year to Bikeability level 1 and 300 children/year to Bikeability level 2			

Appendix C: Camden cycling network (current and long term vision by 2041)

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