

- 5.1 Camden is required under the Traffic Management Act 2004 to do “all that is reasonably practical to manage the network effectively to keep traffic (including pedestrians) moving”.
- 5.2 Reconciling the huge competing and often conflicting demand for very limited road space, while also ensuring the smooth flow of traffic, is a major challenge for the Council, especially in dense urban areas. To aid decision making on which transport modes should receive priority consideration, and within the context of its overarching objectives, Camden has adopted a road user hierarchy. **The hierarchy is for guidance only** and transport schemes should still be assessed on a case by case basis, taking into account a range of other issues such as adjacent land uses, the “nature” of the “place” at that location as well as its traffic/movement function.

Policy 1.3

- 5.3 *Camden has a road user hierarchy for the borough, which will be used as a tool in developing projects, as follows:*
- *Pedestrians*
 - *Cyclists*
 - *Public transport*
 - *Freight (including loading and unloading)*
 - *Taxis*
 - *Powered two-wheelers (motorcycles) and private cars*
 - *On-street parking*

Low Emission Vehicles

- 5.4 The Council is committed to improving air quality, in particular reducing emissions from road transport. Camden has been designated an Air Quality Management Area, and currently does not meet the long and short term air quality objectives for nitrogen dioxide. The Council is also committed to assisting the Mayor in achieving the goal of reducing London’s CO₂ emission by 60 per cent by 2025 compared to the 1990 base. The Council will continue to promote the use of low carbon vehicles for journeys that are not appropriate by more sustainable means such as walking and cycling.
- 5.5 One of the key initiatives to support lower emission vehicles in London is the Low Emission Zone (LEZ). The LEZ aims to reduce traffic pollution by deterring the most polluting vehicles from driving within the city. The scheme currently applies to buses and coaches with more than 8 seats and vehicles weighing more than 3.5 tonnes. The next phase of the LEZ scheme, which will apply to vans and mini-buses, has been delayed until January 2012 for economic reasons. The introduction of these measures will continue to have a positive impact on air quality across the capital.