

CULTURE AND ENVIRONMENT SCRUTINY COMMITTEE

MONDAY, 11 NOVEMBER 2024 AT 6.30 PM
COUNCIL CHAMBER, TOWN HALL, JUDD STREET, LONDON WC1H 9JE

Enquiries to: Sola Odusina, Committee Services
E-Mail: sola.odusina@camden.gov.uk
Telephone: 0207 974 6884 (Text phone prefix 18001)

SUPPLEMENTARY AGENDA

Wards

4. DEPUTATIONS (IF ANY)

The deputations relate to:

- Council plans and traffic orders on Fleet Road NW3 pertaining to the South End Green Streatery – Paula Felgate on behalf of Fleet Road residents (Pages 3 - 7)
- Item 7 – Response to the Dartmouth Park Area petition
 - David Metz (Pages 9 - 13)
 - Jeremy Leach- Chair of London Living Streets (Pages 15 - 16)
 - Claire Kavanagh -Chair 4 Roads Group (Pages 17 - 18)
 - Graeme Blythe – Parent of a local primary school pupil (Pages 19 - 20)
- Item 8 – Camden Transport Strategy Delivery Plan
 - Steve Prowse / John Chamberlain – Camden Cycling Campaign (Pages 21 - 22)
 - Christina McKenzie and Francesca Agostini - Green School (Pages 23 - 24)

Runs

SUPPLEMENTARY AGENDA ENDS

Issued on: Thursday 07 November 2024

Statement:

Who is affected:

We're not opposed to closing the slip road, we are apposed to how many people will be negatively affected. Closing the slip road directly benefits 3 businesses and 6-10 homes.

It directly impacts circa over 50 homes on fleet road, 10 homes on pond street, 10 homes on Constantine. And there will be a knock on effect down fleet road which is over 500 homes... the attitude of this being done no matter who is affect and how.

1. We were never formally informed about the massive changes
2. They did it in august (summer holidays), gave 5 days to comment, no notification, almost 2 years post original consultation.
3. No one has spoken to us, at all.

FOI

Camden council stated it won't impact business, but there has been no consultation with the Rec club, Hampstead Heath Practice GP, Giacobazzis, knock on effect to the business further down fleet road.

TFL have stated that they do not support this. How is it still going ahead?

Why was there no communication for 15 months after draft proposal was sent back with TFL comments. TFL then chased Camden council, May 24, then Camden council told Gospel Oak councillors that there was a last minute decision to put busses on fleet road. For the scheme to go forward. This was not a last minute decision as they had 15months knowing TFL apposed daft plans.

ETO

The changes to the original plans are being put forward as ETO's. Experimental. But these are permanent change's; which is at odds to what an ETO is. When it doesn't work (trialled twice already and both failed) what are the plans to turn it back and where will the money come from to open the slip road back up. This is costing £771 000

Gospel Oak councillors

Gospel Oak ward councillors quoted as supporting the move, which is inaccurate and misleading (report hasn't been changed). Their guidance has been that fleet road needs to be consulted. Which we haven't had any discussion nor anyone reach out to us, despite repeated requests for meetings. Adam quotes as saying that he will happily speak to residents, yet hasn't spoken to any of us.

Blue badges and parking

There has been no consideration given to the numbers of blue badges that park on upper fleet road. My count (one moment of one day) is a max of 11 and min of 5 blue badges. Nor to where residents with parking permits, who have ill health/ children to move from their homes to the car. With new plans it's a double yellow which means we can't even park and off load. But it doesn't mean that blue badges cant park which will make it impossible for anyone to pass through busses and blue badges.

Deliveries

Where will any deliveries park for local business on fleet (Giobaccis, Thai, etc).

Bus stop on pond street

The bus stand outside M&S is to be moved further up pond street.... has there been any accommodation made for the infirm, elderly and vulnerable who are the main users of this bus stop. There is not enough space further up, so assuming there will be no bus shelter or seats.

Ambulance access

Ambulance access to the hospital entrance on pond street will be jeopardised with new bus stop.

Equalities impact assessment

The equalities impact assessment was done on the original plans, nothing has been done on the new plans. Which impact more residents than the original plans did.

Many thanks for your help and consideration

Paula

Ah okay. Thanks for letting us know.

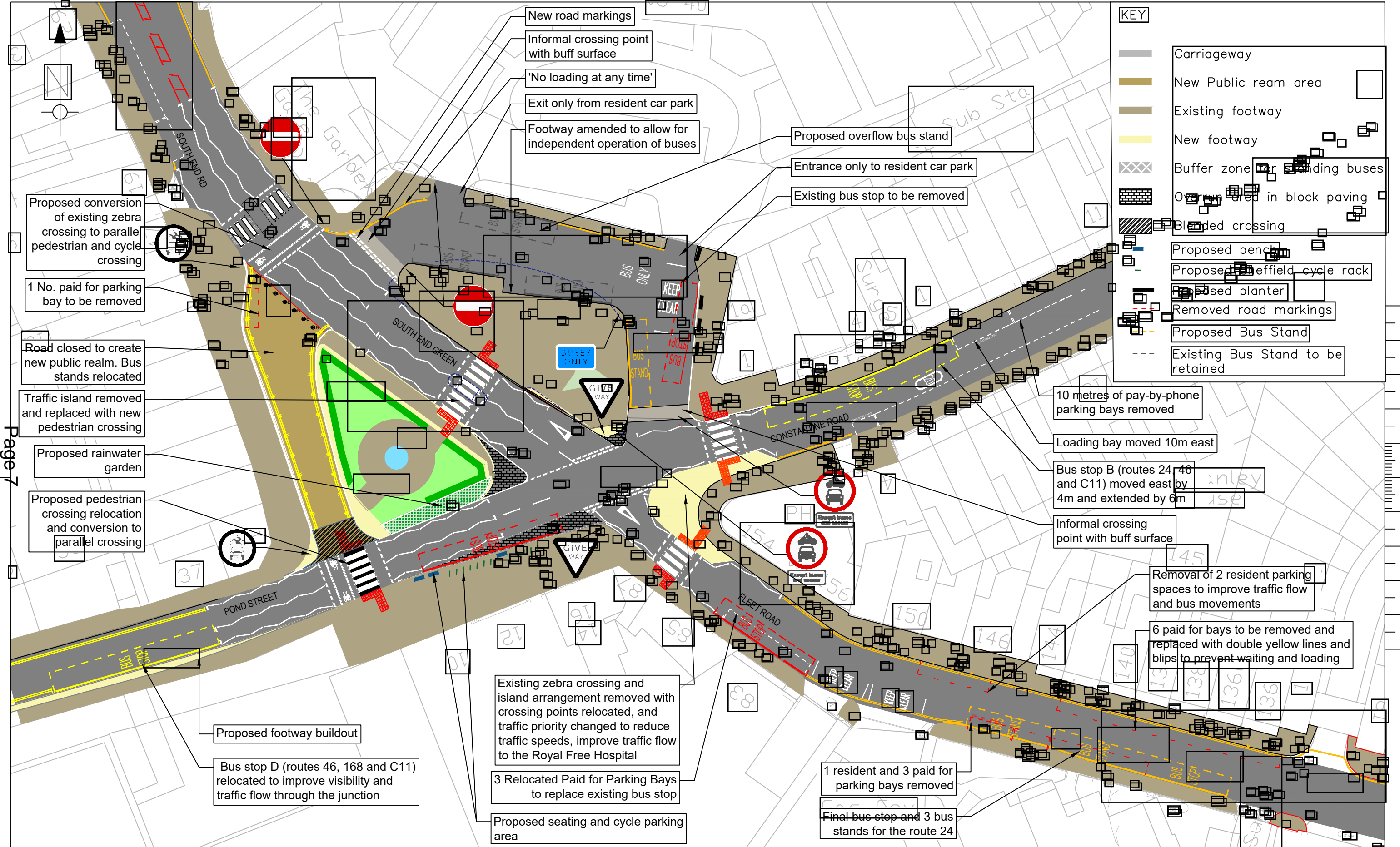
I do have an article link that summarises the FOI quite well.... Could that be added?



[Ssssh! FoI reveals that TfL privately told the council it is against South End Green bus stand move](#)

camdennewjournal.co.uk

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From: [REDACTED]
To: [Sola Odusina](#)
Subject: Dartmouth Park Healthy Area Neighbourhood
Date: 05 November 2024 15:29:37
Attachments: [Metz DP LTN v1.3 5-11-24.docx](#)

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Dear Sola Odusina

I understand that the Highgate Society is leading a deputation to the Culture and Environment Scrutiny committee on 11 November to express concern about the plans for a Dartmouth Park Healthy Neighbourhood Scheme.

I am a car-owning resident living in Laurier Road, and also an honorary professor at the UCL Centre for Transport Studies. I am broadly sympathetic to the Council's proposals, both as a resident and a professional with relevant expertise. I have prepared the attached submission, seen by some of the interested parties in an earlier version. I would welcome the opportunity to appear before the Committee in person, under item 4 of the agenda, to briefly explain my views and respond to questions.

Please let me know if this would be possible.

Regards

David Metz

[REDACTED]
[REDACTED]
32C Laurier Road
London NW5 1SJ

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Submission to the Culture and Environment Scrutiny Committee 11 November 2024
on the Dartmouth Park Low Traffic Neighbourhood proposals

David Metz, resident of Laurier Road and honorary professor at the UCL Centre for Transport Studies.

In July 2024 Camden and Islington Councils published detailed proposals for a 'Dartmouth Park Area Healthy Neighbourhood', which involve major changes to traffic flows with the aim of improving the local environment. Generically, this is what is usually termed a Low Traffic Neighbourhood (LTN), so I will refer to the present proposals as implementing the DP LTN. The proposals aim to reduce traffic in DP by substantially impeding through traffic that has no business in the neighbourhood. As well as the published proposals, I have taken account of what was said at the online presentation of 17 July 2024.

The previous government commissioned a review of the evidence of the impact of LTN schemes, which reported in March 2024 (ref 1). A total of 99 schemes were identified, of which 82% remained in place and 18% had been removed. Arlington Road, Camden, was one of four LTNs for which residents were surveyed. The main conclusions derived from all the evidence collected were that LTN's are effective in reducing traffic on internal roads, although outcomes for boundary roads were mixed; air quality on internal roads has improved, but that on boundary roads varied; and impact on walking and cycling has been mixed.

Transport for London has summarised experience of LTNs in London, concluding that the evidence to date consistently shows that they are having a positive impact on the lives of people living and working in London, although the impacts take time to develop (ref 2).

There have been academic studies, notably Thomas and Aldred's review of 46 London LTNs for which monitoring data was available, finding substantial falls in traffic within schemes, but on boundary roads little change in the overall average traffic but substantial variation across schemes (ref 3).

In general terms, it would be desirable to reduce through traffic within DP, the magnitude of which seems to have been increasing in recent years, likely due in part to the wide use by drivers of satnav that indicates the fastest routes, often on smaller roads such as Swain's Lane that are best suited to walking and cycling.

The evidence presented in support of the DP LTN includes historic traffic count data for many of the roads. But no information is available on the origins, destinations and purposes of trips, which means that traffic modelling of likely outcomes of the scheme is not possible. Gathering information on trip origins, destinations and purposes requires considerable effort and expense, employing household and roadside surveys, GPS and mobile phone data, and in general would only be attempted for proposed major road schemes, not for proposed LTNs. So one can only speculate about likely changes to traffic flows in DP. But because implementing the LTN does not involve major and irreversible road works, a trial-and-error approach is justified, encouraged by the findings of the 80% success rate noted above and by the withdrawal of 20% which failed to meet expectations.

Nevertheless, some questions about likely changed traffic flows may be posed. For instance, judging by the difference in flows at the morning peak between school term time and holidays, there is a fair amount of 'school run' traffic. This seems likely to be mainly the consequence of DP residents dropping off children at schools outside the neighbourhood (nearly 40 per cent of teenagers living in Camden are now learning in fee-paying schools at secondary level), as well as non-residents driving children to the four secondary schools within DP. But without knowing which schools are the destinations, it is hard to estimate to what extent such trips would persist with the implementation of the LTN (the alternative being more children making their own way), but taking more time and covering greater distances, so generating more traffic to offset the reduction in through traffic having no business in DP.

Another location where morning and evening peak flows are noteworthy is Chetwynd Road, a major E-W route. The implemented LTN would prevent eastbound flows, but the traffic impact would depend on the origin and destination of journeys and hence the opportunities for wider diversion beyond the LTN's boundary roads.

In the absence of traffic modelling of likely flows with the LTN in place, we can only pose questions about the key outcomes:

- The net overall traffic reduction: the extent to which the reduction in through traffic is offset by increased distances travelled to addresses in DP by residents, delivery vehicles, taxis etc, as well as increased distances travelled by residents out of the LTN.
- The extent of diversion to boundary roads.
- The extent of 'disappearance' of traffic.

'Disappearance' refers to the way in which traffic reduces in response to some impediment to flow. Time is always a constraint on travel. Impediments such as congestion or, in the present case, the need to travel greater distances, prompt some drivers to make alternative choices where feasible: an alternative route where delays are less, an alternative mode of travel, an alternative time of departure, an alternative destination (for instance for shopping), or not to travel at all (such as ordering goods online). There is good evidence for the reality of traffic disappearing, although the extent depends on the nature of the location. The availability of good public transport is helpful. One possible source of traffic disappearance would be if parents bring forward the point in time when they cease to take their children to school by car, letting them travel independently by public transport or on foot.

Given the inevitable uncertainties about travel volumes, both for individual roads, internal and boundary, and in aggregate, two approaches are worth considering. First, to exempt residents from penalty charges for passing camera-enforced traffic filters. This would allow residents to take the more direct route, reducing traffic in the neighbourhood, while blocking through traffic. Second, the camera-enforced traffic filters might operate only at peak times, as for Healthy School Streets, preventing the bulk of through traffic.

In any event, it would be usual to implement the LTN for a trial period before a decision on firm plans. It is common with such schemes to initially implement by means of an Experimental Traffic Order, which is limited to a period of 18 months

while the effects are monitored and assessed, after which decisions are made whether or not to continue with the changes on a permanent basis (ref 4). A commitment by Camden and Islington to a reliable means to assess local opinion would be desirable, based on data from monitored traffic flows before and after scheme implementation. It is worth recalling that the Dartmouth Park Neighbourhood Plan was adopted by Camden in 2020 following a local referendum.

References

1. <https://assets.publishing.service.gov.uk/media/65f400adfa18510011011787/low-traffic-neighbourhoods-research-report.pdf>
2. <https://content.tfl.gov.uk/tfl-impacts-of-low-traffic-neighbourhoods-feb-2024-acc.pdf>
3. <https://www.sciencedirect.com/science/article/pii/S2213624X23001785>
4. <https://researchbriefings.files.parliament.uk/documents/SN06013/SN06013.pdf>

November 2024

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London Living Streets deputation to Camden Culture and Environment Scrutiny Committee –Structure: Monday, 11th November 2024 6.30 pm

The sole person addressing the meeting will be Jeremy Leach Chair London Living Streets.

I understand that the maximum length that I would speak for is 5 minutes (as this is not a Cabinet or a Council meeting where the limit is 3 minutes).

I propose to cover the following after thanking the committee for the opportunity to address members.

1) The importance of removing pavement parking on Chetwynd Road. Parking on pavements disproportionately affects people with visual or mobility impairments, those assisted by guide dogs, and wheelchair and mobility scooter users. More than 95% of wheelchair users and people with visual impairments say they had problems with vehicles parked on pavements¹. The difficulties are exacerbated by the growth in vehicle size and the encroachment of larger vehicles and SUVs onto the footway narrowing the pavement even further. There is a danger of vehicle speeds increasing when two-way working is replaced by one-way streets but consideration of the effectiveness of the traffic calming on Chetwynd Road should ensure that this is addressed.

2) There is a need to remove through traffic from the proposed Dartmouth Park Area Healthy Neighbourhood:

- The higher levels of deprivation of those communities to the east and west of Dartmouth Park Hill and the far higher risks that members of more deprived communities face from road traffic collisions (recent TfL research²).
- There are a number of locations within the proposed Healthy Neighbourhood where there is a history of significant numbers of road casualties – Dartmouth Park Hill, Swain's Lane (south-west of Chester Road), Chetwynd Road at the junction with York Rise and Magdala Avenue.
- These higher casualty locations within the Healthy Neighbourhood are closely linked to high traffic flows on those roads. Reducing this through traffic will help reduce casualties within the area significantly.

¹ <https://www.gov.uk/government/news/transport-secretary-announces-plans-to-make-pavements-accessible-for-all>

² <https://tfl.gov.uk/info-for/media/press-releases/2024/january/pioneering-map-of-london-shows-the-link-between-deprivation-and-road-casualties>

3) The benefits that research is identifying from neighbourhoods where through traffic is removed – with a focus on:

- Reduced road casualties and the lack of migration of road casualties to boundary roads³.
- Substantial declines in motor traffic on internal roads⁴ and marginal changes in traffic volume on boundary roads.
- A long-term reduction in crime⁵.
- People are more active – they walk and cycle more⁶.

4) Access to all locations in the Healthy Neighbourhood area by motor vehicle is retained. Parts of the proposed Healthy Neighbourhood area do have higher levels of car ownership but in many parts car ownership is extremely low and supporting safe and attractive journeys by walking, wheeling and cycling is a rightly the priority. Looking at the results of the 2021 Census, neighbourhood areas to the east and west of Dartmouth Park Hill frequently see less than 1 in 3 households owning a car with some having fewer than 1 in 5 households owning a car.

5) Without these changes to traffic management in the area, other improvements to local streets such as pavement widening, more seating, trees and low-level planting will not be possible.

Overall, we strongly support these proposals as they fit closely with both the objectives of the Camden Transport Strategy in particular to transform streets and enable an increase in walking and cycling, to reduce road casualties towards zero and to deliver streets that are accessible and inclusive for all. Additionally, this scheme contributes significantly to the delivery of Camden's targets as required by the Mayor's Transport Strategy and its Healthy Streets objectives.

³ <https://osf.io/preprints/socarxiv/46p3w>

⁴ https://docs.google.com/document/d/13Nsm_GFdH6CplpPpOZ7hbhLZScgqCAP7ZGI0xi4qDqA/edit?tab=t.0

⁵ <https://cohsat.org.uk/low-traffic-neighbourhoods-evidence/>

⁶ <https://content.tfl.gov.uk/tfl-impacts-of-low-traffic-neighbourhoods-feb-2024-acc.pdf>

Dear Chair,

On behalf of the 4 Roads Group, whose members are campaigning to reduce the traffic in the Dartmouth Park area and in particular on Chetwynd Road, I am writing to request a 3 minute slot for a speaker from our group to make representations about our concerns regarding Chetwynd Road and some of the surrounding streets in the Dartmouth Park area.

This is in connection with the deputation being led by the Highgate Society to Camden Council's Culture and Environment Scrutiny Committee regarding the Dartmouth Park Healthy Neighbourhood Scheme's proposals.

Since the 1980's, the residents of Chetwynd Road have been campaigning to stop Chetwynd Road being used as a rat-run. Despite it being a narrow residential street, it is the most congested residential street in North London, with a staggering **2.1 million** vehicles passing up and down it per annum. (see Camden Council Surveys). An FOI requested by us, shows that the resultant air pollution is 154% above WHO safe levels, with Chetwynd Road seeing the highest increase in NO2 in the area. **That is inclusive of major arterial A/ B roads in the area.**

Additionally, we have 1km of permitted pavement parking on Chetwynd Road with cars blocking our footways, forcing school children, the elderly and wheelchair users onto Camden's busiest and most polluted road.(Pavement parking was banned across London in 1974, almost 50 years ago). The traffic situation is so bad that Chetwynd Road features the only junction in Camden (if not in London) where traffic lights are used to control traffic where two residential roads cross. Cars are routinely damaged, there is daily shouting in the street as drivers vie to get up and down the street. Pedestrians, cyclists and vehicles are continually at risk on this busy road.

There are in excess of 6 schools in this area.

We support Camden Council's endeavour to improve the dire traffic situation on Chetwynd Road. But in our view, their proposals *do not go far enough*. By proposing to turn Chetwynd Road into a one-way traffic system, it will mean that 1 million cars will continue to come down this street, when the Council has headlined its proposals as 'safe and healthy'. Their proposals are neither safe nor healthy as this will increase the speed of motorists, guarantee ongoing dangerous levels of pollution and will be dangerous for pedestrians. Chetwynd Road, under this scheme, will continue to be treated by the Council as an A road and an artery for through traffic, when Chetwynd Road, by the Council's own admission, is a residential street, not an 'A' road.

We are requesting that the through traffic be stopped on Chetwynd Road and that there be increased road safety - with slower speeds on all streets, making streets child-friendly spaces. Traffic should be displaced on to the bigger surrounding trunk roads which were built for heavy through traffic, rather than being funnelled down a

narrow residential road, where a significant number of residents reside, including many children.

Finally, the 4 Roads Group, in the last 3 weeks, sent a questionnaire to the residents in Chetwynd Road. So far, 45 households have responded. The results provide illuminating reading: for example, 100% of the respondents said that they consider pollution to be an issue on Chetwynd Road and 68.9% said that they have experienced health issues related to air pollution. We will send the results of this questionnaire to Camden Councillors shortly.

Whilst we appreciate the efforts of Camden Council to improve the traffic system in the area, with the seriousness of our situation, could we please request that a speaker from our group be given a slot of 3 minutes to talk about this matter at the deputation being led by the Highgate Society and to make representations on behalf of the residents of this intolerably congested, polluted street.

Thank you

Yours sincerely

Claire Kavanagh

Chair

The 4 Roads Group

From: [REDACTED]
To: [Sola Odusina](#)
Subject: Request to address the Culture and Environment Scrutiny Committee, 11/11/24
Date: 07 November 2024 14:38:59

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Dear Mr. Odusina,

I would like to address the Culture and Environment Scrutiny Committee on this Monday (11th November), under item 4 of the agenda (deputations).

Summary

As a parent of children at Brookfield Primary School, I would like to speak in support of the Dartmouth Park Healthy Neighbourhood Scheme. I am aware of a campaign to delay and undermine the consultation process, which I believe is motivated by a resistance to the inconvenience of a minority of residents. On behalf of a group of parents (and other residents), I would like to make a case in favour of the project proceeding on schedule, which we believe is much needed on the grounds of public safety, health and wellbeing.

Prepared Remarks

I'm here today in support of the Dartmouth Park Healthy Neighbourhood scheme and the co-design phase, which has provided ample (and well advertised) opportunity for feedback. I'm speaking on behalf of a group of parents at Brookfield Primary School, including some PTA committee members, myself included, but we won't claim to represent all parents, as I know there are some who would not agree 100%.

There certainly isn't unanimity within the neighbourhood, either for or against changes, but there are some facts which are undeniable. And from these facts I think there are some conclusions which are clearly evident.

The first I want to mention, is that the majority of people in the neighbourhood do not own or even have access to a car.

Second, 80% of primary school children in the area walk to school and 75% of secondary school children either walk or take the bus.

Taking these two points together, it is clear that - with a few occasional exceptions - any consideration towards drivers is to the benefit of a minority of people at the expense of the quality of life of everyone else.

Thirdly, the area which has the highest concentration of car ownership is Holly Lodge Estate, which is already a mini low traffic neighbourhood. So it's not very

fair to say the rest of the neighbourhood can't have the same.

Then finally, it's abundantly clear that there are several residential streets, not designated as major routes, with a level of through traffic for which they have not been designed, often going at inappropriate speeds, with no regard for pedestrians.

This is deadly in two ways, it risks accidents and creates pollution, which is a leading cause of early death.

And it's become worse since satnav came along, as it routes people through these rat runs if it saves a few minutes.

So something needs to be done. That something probably goes even further than what has been proposed to date. And really the only way is going to be to make it slower to travel through the area by car. Including the boundary roads, with the exception of the A400, which I think we have to say is fair game to through traffic, as that's what A-roads are for.

Now, you'll hear later from another group which has organised a campaign to delay and completely redesign the proposals, which will, in effect, kick the scheme into the long grass, by creating a new mountain work for the council.

On the surface, their arguments might sound reasonable and they will point to all the people who signed their petition. Unfortunately this petition has attracted the attention of people from far outside the neighbourhood, who are motivated by an ideological opposition to traffic restrictions, including at least one person who is the admin of several ULEZ sabotage groups on Facebook.

So I don't think the petition can be said to be representative of local opinion. Whilst there certainly is some local opposition; privately many of those people will admit their main concern is that the proposals will make car travel less convenient for them. What I say to them is I'm sorry but that's kind of the point. It needs to be less convenient or it won't work.

Kind Regards,
Graeme Blyth



Deputation to Culture and Environment Scrutiny Committee 11th November 2024

Camden Transport Strategy 3 Year Delivery Plan

Thank you for accepting this deputation. My name is Steve Prowse and I am the coordinator of the Camden Cycling Campaign. We represent people of all types who cycle in Camden and those who would like to cycle but are afraid to do so.

I would like to speak in support of the 3 Year Delivery Plan. The plan sets targets consistent with achieving the goals of the Transport Strategy and we are very pleased to see details of the proposals (Appendices B1 and B2) and the LIP program (B3).

We would like to congratulate Camden on having a Transport Strategy that has measurable targets, with Delivery Plans created to meet these targets, and that progress is reported regularly. From our point of view it is incredibly helpful to be able to point to the plan and show the progress towards the targets when we are campaigning in support of cycle facilities and changes to the roads to move the balance from motorised vehicles to pedestrians and cyclists. We are also supportive of Camden's approach to prioritisation of schemes.

We also congratulate Camden on consistently ranking in the top few of all London boroughs on the independent Healthy Streets Scorecard, and, significantly, first among all UK councils in the Council Climate Action Scorecards rankings.

We note (section 1.4) that transport accounts for almost 40% of Nitrogen Dioxide (NO₂) emissions and almost a quarter of Particulate Matter (PM 2.5) emissions in the Borough. Encouraging and facilitating Active Travel (walking, cycling, wheeling) has a key role in addressing this as well as improving the health of residents and visitors. Progress has been steady on this (Section 1.9): 50% of all Camden resident trips are now made by walking (up from 42% in 2017) and cycling has roughly doubled from 3.5% to just under 7% of Camden residents' trips in the last 6 years.

In our response to the public engagement on the three Year Delivery Plan we emphasised a number of priorities. As well as the continued rollout of the strategic cycle corridors and Healthy Neighbourhood schemes, these included the following:

- Continue to address the poor overall performance on KSI reduction for pedestrians and cyclists (we acknowledge that this is largely due to TfL roads)
- Measure progress on the Transport Strategy target for % residents within 400m of Strategic Cycle Network (48% by 2021, 93% by 2041)
- Progress the Workplace Parking Levy
- With TfL, address the Kings Cross Gyratory and, specifically, introduce safe and direct cycle routes between the protected lanes on York Way and Grays Inn Road
- With TfL and HS2, continue to work on safe crossings of Euston Road including Gordon Street-Melton Street and re-open the roads to the north and west of Euston station

- Extend the cycle network to include other busy roads such as Rosslyn Hill, Fitzjohns Avenue and Highgate Road.

We are pleased to see all of these addressed in the Plan, though we are disappointed not to see a full commitment to introduction of the Workplace Parking Levy; we believe that this would have a significant impact on the numbers of people commuting into Camden by private car.

We also welcome the continued emphasis on pedestrian safety, especially at junctions, and on building the cycle network. We particularly commend Camden for making permanent a number of cycleways and, in particular, for the transformational changes to the Holborn gyratory and the plans for Clerkenwell Road.

Safe and Healthy Streets with significantly reduced volumes of motor vehicles are an essential part of the strategy to enable people to walk and cycle in safety and comfort so we welcome the continued roll-out of these schemes; we note that in spite of initial resistance, they are invariably popular once they are in place and people find that the fears of traffic displacement are not realised and that the benefits to residents far outweigh the inconvenience to drivers.

We realise that Camden have set themselves challenging targets and that not all of these are able to be delivered in the proposed timeframe so we are glad to see any that are delayed rolled over into the plans for following years.

We encourage Camden to continue to produce adventurous and significant plans that redress the balance between motor vehicles and active travel modes.

Thank you

Steve Prowse

Camden Cycling Campaign

From: [REDACTED]
To: [Sola Odusina](mailto:Sola.Odusina@camden.gov.uk)
Cc: [Tom Simon \(Councillor\)](mailto:Tom.Simon@camden.gov.uk); [REDACTED]; [Linda Chung \(Cllr\)](mailto:Linda.Chung@camden.gov.uk); [Matthew Kirk \(Cllr\)](mailto:Matthew.Kirk@camden.gov.uk); [REDACTED]
Subject: R: Deputation to the Culture and Environment Scrutiny Committee - Monday, 11th November, 2024 6.30 pm
Date: 07 November 2024 15:12:51
Attachments: [Deputation to the Council for an Expanded 603 Bus Service.pdf](#)

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Dear Sola,

we are officially requesting to do the attached deputation to the [Culture and Environment Scrutiny Committee - Monday, 11th November, 2024 6.30 pm](#) about the 603 school bus.

The person speaking will be Christina MCKENZIE (email [\[REDACTED\]](mailto:[REDACTED]), phone number +44 [REDACTED]), I'll be coming with her on behalf of our charity Green School Runs - (Francesca Agostini [REDACTED])

Please let us know the details and if you need additional information.

Thank you
Francesca Agostini

[REDACTED]

----- Forwarded message -----

From: Green School Runs <info@greenschoolruns.org>
Date: Tue, Nov 5, 2024 at 11:01 AM
Subject: Deputation to the Culture and Environment Scrutiny Committee - Monday, 11th November, 2024 6.30 pm
To: <Sola.odusina@camden.gov.uk>
Cc: Tom Simon (Cllr) <tom.simon@camden.gov.uk>, Christine MCKENZIE <[\[REDACTED\]](mailto:[REDACTED])>, Linda Chung (Cllr) <Linda.Chung@camden.gov.uk>, Matthew Kirk (Cllr) >

Dear Sola,

we would like to do a deputation to the [Culture and Environment Scrutiny Committee - Monday, 11th November, 2024 6.30 pm](#) about the 603 school bus.

Can you please send us all the necessary information?

Thank you,
Francesca Agostini

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On behalf of the Green School Runs team and the 603 campaigning group

Follow GSR at

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Email: [REDACTED]

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On behalf of the Green School Runs team

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Email: info@greenschoolruns.org

Deputation to the Council for an Expanded 603 Bus Service

Introduction

We are here on behalf of parents and the local communities of South Hampstead, Swiss Cottage, Belsize Park, Hampstead, Highgate, and Muswell Hill to advocate for an increase in the frequency of the 603 bus service. We have been supported in this campaign by local charity Green School Runs as well as local MPs, Councillors and Head Teachers. The route of the 603 bus provides a unique, safe and important transport link across these communities. However, it is currently failing to serve the needs of students, parents, and local residents simply through inadequate scheduling. We would like to ask the Council to work with TfL to improve the 603 service through the addition of smaller and more frequent 603 buses, particularly during school hours. This would significantly improve child safety on the school run and reduce car dependency, traffic congestion and pollution in line with both Camden Council, TfL, and government green initiatives.

Current Issues

The 603 route, while initially established to meet the needs of students travelling between Muswell Hill, Highgate, and South Hampstead, has never adequately met its intended purpose. The early morning bus from Muswell Hill is not effective for the majority of children attending schools along the route, and the second bus runs infrequently, with only a handful of passengers, and does not serve ANY schools efficiently on its return route as it is misaligned with ALL school start times. By the time it reaches Swiss Cottage, it is essentially empty and serves no practical purpose. On its return journey back to Muswell Hill it is a hindrance to traffic, increases pollution and is nothing more than a wasted, empty resource – a *GhostBUS!*

We, and our predecessors, have been campaigning TfL to amend the timetable for almost two decades. Many parents desperately want to STOP driving to school in favour of using the 603 and ALL parents want a safer, convenient, single mode of transport for their children to commute. TfL consistently claims the service has been carefully timed to cater for the majority of passengers and that altering the service would inconvenience too many. We have proved repeatedly that this is not the case. Our campaign group, **603 Watch**, has canvassed local people about the failings of the route and our survey has gathered **562 requests for a change to the status quo** and this number grows daily. TfL claims that there is no business justification for adding more buses and that their current financial position prevents them from doing so. They fail to acknowledge that many of our survey respondents are actually fare-paying adults such as teachers, support staff, parents, domestic staff and even primary care workers at the Royal Free Hospital, particularly nurses.

Importance of the 603 Route

The 603 route is uniquely positioned to meet the high demand for student transport within our communities. In Hampstead alone, there are 21 schools within a half-mile radius, and estimates suggest that around 15,000 students commute to Hampstead daily, with many driven by parents in private vehicles contributing significantly to high levels of congestion and pollution.

For students from Swiss Cottage, Belsize Park, and Hampstead travelling to Highgate schools, more than 300 students could benefit from timely access to the 603 route each day if buses arrived in Highgate **before 8:15 a.m. and departed after 4:15 p.m.** Those attending early morning and after school clubs have indicated that buses as early as 6:45am and as late as 6:15pm would also be well utilised. The revised timing would also benefit key workers at the Royal Free as well as customers and staff of the many businesses in Hampstead and Highgate.

No other bus service directly connects the communities located either side of Hampstead Heath. Alternative public transport options have significantly longer journey times and precarious transfers requiring children to cross multiple roads in heavy traffic (some, like Whitestone Pond, without pedestrian crossings or traffic lights) and necessitate long waits at isolated bus stops next to open woodland or on train station platforms in darkness and inclement weather for the majority of the year.

Growing Demand, Risks and Environmental Considerations

Since the 603 route was established in 2004, demand has grown due to school expansions and an increase in before- and after-school activities, requiring students to travel at varying times. The risk of violence against young people travelling to school has also increased. With Mayor Sadiq Khan recently acknowledging that “the biggest age group that are victims of crime are young people... [and] the times of day where young people are victims... are either before or after school.” Furthermore, there has been an increase in car journeys nationwide, compounding local congestion and pollution.

The proposed expansion aligns with Camden Council’s and the Government’s goals for green and active travel solutions. A more frequent 603 service would reduce the reliance on cars for school drop-offs, alleviating traffic and minimising the environmental footprint in these densely populated areas and would importantly help our children get to school as directly, quickly and safely as possible.

Requested Changes

We respectfully ask the Council to include the expansion of the 603 school bus in its Transport delivery strategy and to engage with TFL about that.

1. Increase Morning and Afternoon Buses:

- **Morning:** Provide regular buses from Muswell Hill and Swiss Cottage between 7:15 a.m. and 8:15 a.m. An even earlier start of 6:45 a.m. would accommodate early school clubs.
- **Afternoon:** Add buses running from Muswell Hill and Swiss Cottage between 3:15 p.m. and 5:00 p.m. Or until 6:15pm for after school club attendees.

2. Single-Decker Bus Conversion: Convert the service to single-decker buses, which are more suitable for navigating residential areas and have a lower environmental impact.

Conclusion

Enhancing the 603 service would address the longstanding issue of inadequate and unsafe school transport and support the push for sustainable travel options. The addition of a single extra bus heading east scheduled appropriately in the mornings and one heading west in the afternoons would already make a huge difference. Expanding this service further would greatly benefit the communities along the route, including supporting essential workers. Our proposal would offer the local community a safe, reliable and environmentally friendly alternative to car travel, aligning with Camden Council’s commitment to reducing traffic and pollution. Thank you for considering this request for essential improvement of the 603 bus service.