

CABINET

**WEDNESDAY, 13 NOVEMBER 2024 AT 7.00 PM
COUNCIL CHAMBER, TOWN HALL, JUDD STREET, LONDON WC1H 9JE**

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SUPPLEMENTARY AGENDA

Wards

4. DEPUTATIONS

A deputation request has been received from Steve Prowse of the Camden Cycling Campaign in relation to item 8 on the agenda.

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SUPPLEMENTARY AGENDA ENDS

Issued on: Tuesday 12 November 2024

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Deputation to Cabinet 13th 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 Particular 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