

CULTURE AND ENVIRONMENT SCRUTINY COMMITTEE

TUESDAY, 6 FEBRUARY 2024 AT 6.30 PM
COMMITTEE ROOM 2, 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 item 7 (Camden Transport Strategy) on the main agenda and are from:	
Save the Motorcycle	(Pages 3 - 5)
Camden Cycling Campaign; and	(Pages 7 - 10)
London Living Streets	(Pages 11 - 14)

SUPPLEMENTARY AGENDA ENDS

Issued on: Monday 05 February 2024

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COUNCIL MEETING – DEPUTATION/PETITION REQUEST FORM

NAME OF DEPUTATION/PETITION LEADER: Ben Pearson	
ADDRESS: Flat 208, Bakersfield, N7 0LY	
TEL: [REDACTED]	E-MAIL: save.london.motorcycling@gmail.com
Name and contact details of other proposed attendees (maximum of 6 plus deputation leader): Rachel Mawby: [REDACTED] Albert Heaney: [REDACTED]	
Does any member of the deputation have access requirements? If so, please tell us what they are: NO	
Have you submitted a deputation request to the Council before? If so, please give details: YES. Two. One to a meeting of the Culture and Environment Scrutiny Committee regarding anti motorcycle bias on 14/12/2023. One to a meeting of the full Council on 29 th January on the topic of the Council's proposed motorcycle parking charges.	

Please summarise below the key points you wish to make at the Council meeting (continue on a separate sheet if necessary):

We wish to make a deputation to the meeting of the Culture and Environment Scrutiny Committee on 6th Feb 2024.

At the meeting of the Culture and Environment Scrutiny Committee on 14/12/2023, we were asked by the Chair to bring an additional deputation to the meeting of this committee on 06/02/2024. This is because our previous deputation related in part to the transport strategy, and the transport strategy is due to be discussed at this meeting.

In our deputation we will:

- Give an update on any developments relating to motorcycles or anti motorcycle bias in the Council since the last deputation
- Talk about errors in the transport strategy as they relate to motorcycles and how these could be amended to better reflect the reality of motorcycle impact
- Talk about the potential negative impact to the Council's air quality and climate change goals of not amending the transport strategy and/or their policy approach to motorcycles

(see guidance notes overleaf)

GUIDANCE FROM THE COUNCIL'S [CONSTITUTION](#) *

Deputations and petitions

Anyone likely to be affected by a matter in which the authority has functions, or which affects that area of the authority, or some of it, or the inhabitants of that area, or some of them may ask that a deputation or a petition should be received by a meeting of the Council.

A deputation request should be made in writing to the Chief Executive (via the contact listed below) setting out the reason why the deputation should be received, by no later than 12noon, three working days before the meeting to which it relates.

The person making the deputation request shall indicate what the deputation is about, the number (no more than 7), names and addresses of the persons who will form the deputation, and the member of the deputation who will address the Council.

Requests to present petitions to Council will be considered in line with the Council's Petition Scheme (Part 5 of the Constitution).

The Mayor will decide whether the deputation or the petition is to be received or not, or whether the deputation or the petition should be heard by another body. In deciding whether or not to redirect a deputation or the petition to another body the Mayor will amongst other things consider whether the matter could benefit from an in-depth analysis which could not be provided at C council, whether it is of wide interest to the Borough and whether the deputation or the petition has already been aired recently at another Council body. A maximum of three deputations or petitions will be taken at each Council meeting with the Mayor deciding which to accept with an overall maximum time allocated to deputations and petitions of 30 minutes.

At the meeting

When called, the spokesperson or Petition Organiser may speak for three minutes. The Mayor will ensure that the remarks are relevant and that the speaker refrains from personal attacks.

Members may then ask questions of the deputation. Six minutes per deputation or petition is allowed for this, to include responses from the depute(s)/petitioner(s).

After the deputation or petition has been heard the appropriate Cabinet Member or committee chair may respond in a speech no longer than three minutes.

No deputation or petition may appear before the Council again within the next three months on the same or a similar subject.

Data Protection - What will we do with the information that you have provided to us?

The Council has a legal duty to allow public access to its formal meetings (except in limited circumstances where the press and public may be excluded) and we are processing the data that you have provided in order to deal with your request to make a submission to one of those meetings. We will only process the information provided to us for the purpose for which you have provided it.

Your name and address may appear in the papers of the council, committee or sub-committee meeting that you have requested a submission to. These papers are freely available on the Council's website and in hard copy from the Council's offices.

We will not transfer your personal data outside of the EU/EEA.

Full the full privacy notice, please visit <https://www.camden.gov.uk/deputations>

Please return this form by email to vicky.wemyss-cooke@camden.gov.uk / donna.alexander-morrison@camden.gov.uk or by post to:-

Vicky Wemyss-Cooke/Donna Alexander-Morrison
Committee Services
London Borough of Camden
Town Hall
Judd Street
London, WC1H 9JE
Enquires: 020 7974 5726/5319

* Part 4 of Camden's Constitution, 'Procedure Rules and Standing Orders'

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From: [REDACTED]
To: [Sola Odusina](#)
Cc: [REDACTED]
Subject: Request for Deputation to the Culture and Environment Scrutiny Committee on 6th February
Date: 01 February 2024 21:10:47
Attachments: [CCC Deputation To Scrutiny February 2024.pdf](#)

[EXTERNAL EMAIL] Beware – This email originated outside Camden Council and may be malicious Please take extra care with any links, attachments, requests to take action or for you to verify your password etc.

Dear Sola

On behalf of the Camden Cycling Campaign I would like to apply for a deputation to the Culture and Environment Scrutiny Committee meeting on February 6th to address item 7, the Camden Transport Strategy Annual Update. I attach a summary of the points I would like to make.

Thank you. I look forward to hearing whether we will be allowed to address the committee.

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Regards
John Chamberlain

Camden Cycling Campaign

W: camdencyclists.org.uk

E: [REDACTED]
[REDACTED]

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Deputation to Culture and Environment Scrutiny Committee 6th February 2024

Camden Transport Strategy Annual Update 2023

Thank you for accepting this deputation. My name is John Chamberlain and I am on the committee 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 commend this report for its thoroughness and clarity. We are very supportive of all that Camden is doing in support of the Transport Strategy and note the contribution that this makes to the Climate and Clean Air Action Plans. The list of what has been delivered in 2023, as shown in Table 1 (section 3.1), is commendable and we also congratulate Camden for finding alternative funding sources given the cuts in TfL (LIP) funding.

It is also good to see progress on metrics such as percentage trips by cycle and on foot on track to the 2024/25 targets.

We have a few comments that we would like to make:

Regarding progress on building Camden's cycle network: 2023 was to a large extent a year of consolidation with many temporary schemes being converted to permanent schemes. We think that Camden's policy of implementing schemes as trials and then, if approved, upgrading them, works well, but it does take time. We are pleased to see that the plans for 2024 include significant new schemes such as the E-W cross-Camden corridor and Clerkenwell Road and hope that this continues the progress towards reaching the challenging target of 40 km of protected cycle tracks by the end of 2025.

On main roads where there are no segregated cycle tracks bus lanes are an important safe space for cycling and Camden has some good examples, such as on Torriano Avenue outside the school, and on Highgate Road. We are aware of requests that these lanes be opened to powered two-wheelers. Cyclists find the proximity of heavier and faster motorcycles and scooters very intimidating, as do pedestrians, and we urge you to resist this. Introducing PTWs would certainly reduce the number of people cycling in Camden.

Many collisions take place at junctions and we are pleased to see progress both on the major roads such as around the Holborn gyratory but also at minor side-roads where improving sight-lines by removing parking and creating junctions with continuous footways where pedestrians have clear priority and motor vehicles are slowed right down is good for cyclists as well as pedestrians.

Progress on Low Traffic Neighbourhoods has been slow. As well as the benefits to residents and visitors from cleaner air, safer streets and the improved amenity, LTNs are a critical part of the cycle network as they enable safe cycle routes through neighbourhoods and create links to and between the protected lanes on main roads. So we are very keen to see this program

accelerate, particularly in the outer parts of the borough such as West Hampstead and Dartmouth Park.

We are aware of the challenges but draw councillors' attention to the results of consultation before and after schemes go in, for example:

- Camden Square LTN: Pre-trial 64% opposed, after trial 65% in favour
- Haverstock Hill cycle lanes: Pre-trial 55% opposed, post-trial 55% in favour

We are glad that adult and child cycle training has resumed and also are pleased to see the proposals for mobility hubs, initially in Somerstown but hopefully branching out into other parts of the borough. We are very keen on the use of cargo bikes as an important way of moving away from traditional delivery vehicles and mobility hubs are an important facilitator of this.

We are concerned about the figures for serious injuries and fatalities shown in Appendix A. Although overall KSI figures are down, this does not apply to pedestrians and cyclists. The supplementary graphs show that one reason for this is a significant increase on the TfL roads (TLRN). We urge Camden to work with TfL on looking at the reasons for this. We note that TfL have recently introduced 20 mph limits on all their roads in Camden and also have introduced segregated cycle lanes on Oakley Square and Hampstead Road; perhaps these will help.

On the subject of TfL, we are very pleased that Camden has worked to challenge TfL to do better, for example with the new safe crossings of Camden Road and the improvements to the initial plans for the Oakley Square lanes and junctions.

Camden continues to be a Cycling Centre of Excellence and we are pleased to live in a borough which consistently features towards the top of the Healthy Streets Scorecard and other independent measures. We are very excited about the plans for 2024 and future years, especially on Clerkenwell Road and the resurrection of the Holborn Liveable Neighbourhood.

Thank you

John Chamberlain

Camden Cycling Campaign

From: [REDACTED]
To: [Sola Odusina](#)
Subject: Deputation to attend the Committee relating to the Camden Transport Strategy Update on Tuesday
Date: 02 February 2024 16:42:12
Attachments: [Deputation to Camden re Transport Strategy.docx](#)

[EXTERNAL EMAIL] Beware – This email originated outside Camden Council and may be malicious Please take extra care with any links, attachments, requests to take action or for you to verify your password etc.

Hi Sola

I would like to make a deputation on behalf of London Living Streets to the Committee on Tuesday relating to the Camden Transport Strategy Update. I attach a submission, outlining the points I wish to make.

Yours

David Harison
Vice Chair, London Living Streets

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Deputation to Culture and Environment Scrutiny Committee 6th February 2024 Camden Transport Strategy Annual Update 2023: A submission from David Harrison, Vice Chair, London Living Streets

London Living Streets is the London branch of Living Streets, the National Charity for Pedestrians. We are volunteers who campaign to promote walking and a better walking environment. We have strongly supported Camden's Transport Strategy, which is exemplary, and led to the transformation of the borough

Camden's achievements

Camden has many recent achievements, which have produced major benefits for pedestrians. We do not list them all, but pick out a few:

- The completion of Princes Circus which is not only a great public space in itself but forms part of an important walking route between the British Museum, Seven Dials, Covent Garden and Trafalgar Square. It is a triumph.
- The many additional pedestrian crossings, installed or planned, including those on York Way, Haverstock Hill, Camden St and Earnshaw Way
- The Camden Square and Arlington Rd LTNs
- The School Streets programme; and
- The extensive streateries programme, which must be the most extensive in the country

The Future

We welcome many of the forthcoming proposals, eg for Holborn, for the Regent's Park Estate, for new LTNs, eg in Darmouth Park, for improvements to main roads such as Kilburn High Rd and Camden High St and East/West Camden cycle route, which we trust will be designed to benefit pedestrians as well.

Key priorities for London Living Streets

While welcoming Camden's achievements and plans, we urge Camden look forward to further pedestrian improvements, many of which Camden is already considering, in particular:

- For the Regent's Park Estate, creating a low pollution green corridor through to Albany St and Chester Gate
- For the Euston area,
 - creating a southern Well-being Walk to King's Cross through Endsleigh Gardens and Woburn Walk. Close the junction of Gordon St and Euston Road to motor traffic.
 - Improving pedestrian access to Euston Station across Euston Road
- For King's Cross, install a pedestrian crossing of Euston Rd from the east side of Pancras Rd to the east side of Belgrove St..
- For the Holborn Area,
 - pedestrianising Great Russell St outside the British Museum, while allowing buses to continue to use it; it is a disgrace that one of world's greatest cultural institution stands on a heavily polluted road

- Widening the pavement of Drury Lane north of Macklin St, by removing parking. The pavement is very narrow here; delivery could be allowed by providing loading bays for very short periods on the widened pavement
- Continuing to work with Westminster Council to install a filter on Great Queen St; and to improve pedestrian crossings on Kingsway, notably to improve the link between Sardinia St. and Kemble St..
- For the Camden Area, a green walking corridor along Miller/Plender St.
- For the South End Green Area, taking forward the Neighbourhood Forum's Vision, creating more space for pedestrians

General point about the place of pedestrians in the Camden Transport Strategy

While Camden has done an enormous amount to improve conditions for pedestrians, the Transport Strategy and its update, tend to pitch walking benefits as additional to other projects. For example, there is a section on Healthy routes for cycling, and Healthy routes for buses, we would like to see a section on Healthy routes for pedestrians. We think this would give walking routes a greater focus.

We would also like to see more explicitly pedestrian-focused outputs in Table 1 (Review of main outputs/deliverable). Outputs which might be included are 1) additional pedestrian crossings, 2) improved walking routes through estates, 3) widened pavements and 4) new green corridors.

Conclusions

We applaud Camden's remarkable achievements and plans in the Transport Strategy and update, and hope we have made useful proposals for the future.