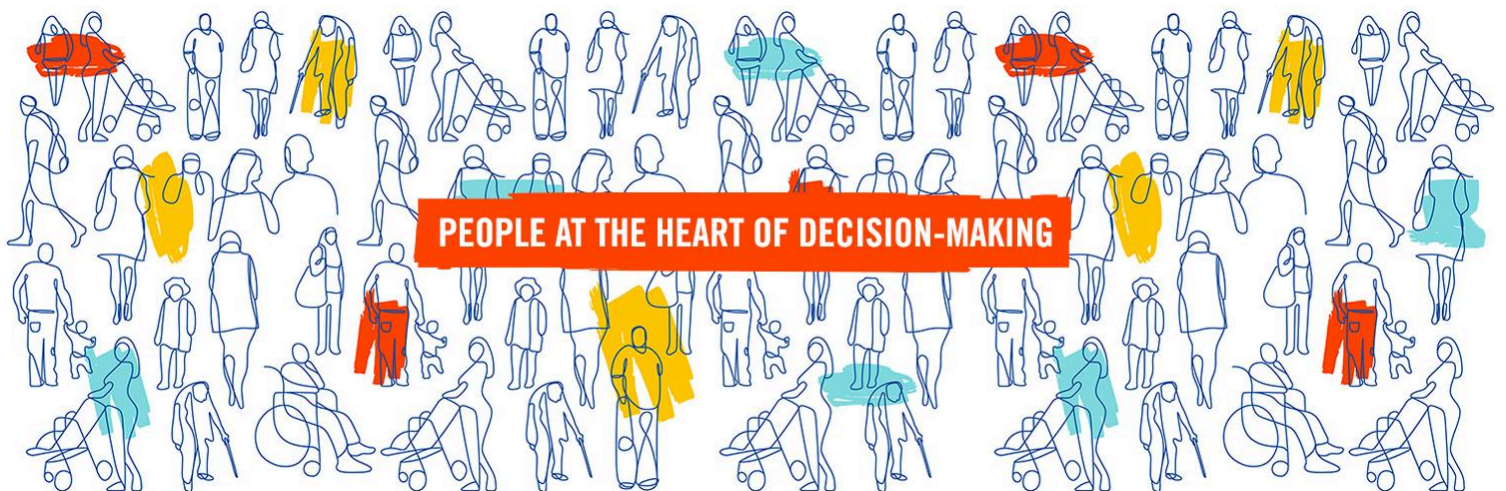# Camden Climate Panel Additional Transport Session

17th September 2024

This document outlines the key discussions, questions and themes that emerged from extra session on Transport of Camden's Climate Panel

PEOPLE AT THE HEART OF DECISION-MAKING

01. Transport Plan & Climate Strategy

The panel began with a review of why this extraordinary session on the Camden Transport Plan had been brought to the Camden Climate Panel, and the Transport Plan links to the Camden Citizens Assembly on Climate Emergency (2019), the Camden Climate Action Plan, and the Camden Climate Panel's thoughts on sustainable transport raised in Session 5 of the panel.

There followed a presentation Sam Margolis and Anusha Chitturi form the Camden Transport Strategy Team on the existing Transport Strategy and recommendations for the next iteration of the Transport Strategy.

This was followed by a short Question and Answer (Q&A) session, with questions form the Climate Panel members.

Questions from the Climate Panel members

- What about the workplace levy, what's happening with that?
- What about the impact/benefits of Low Traffic Neighbourhoods (Healthy Streets)?
- Displacement of traffic via healthy streets, healthy schools into surrounding streets and neighbourhoods? One consultation said don't do the healthy schools project but it went ahead anyway.
- How can we encourage a reduction in car ownership?
- Has the effect of healthy streets etc. been measured re impact on local businesses?
- Who is responsible for Parklet and SUDs maintenance, they look great at first but quickly become unmaintained?
- What will the impact be on Camden roads re Oxford Street pedestrianisation?
- Even if you reduce private car ownership in Camden, what is the volume of 'other' through traffic?
- When carrying out trials, are the crime figures monitored too?
- How do you monitor safer school/street impact on safety? Are there actual less accidents or a perception/feeling of being safer?
- How much traffic reduction is due to policy, or more from people working from home? Is there enough data about WFH patterns?
- How are EV charging points built? Are they linked with UKPN/DVLA and local community needs?
- EV charging Vs. number of EV's, what is the best metric to monitor uptake?
- If drafting another Climate Action Plan (CAP), then transport needs to be brought in from the outset

Transport Suggestions from last climate panel session

In order to prime the climate panel members for the following table top activity to provide suggestions and recommendations on the next Transport Strategy, panel members were reminded of the suggestions they had provided in their last panel session, these are listed below.

- More shared car services available and affordable
- Remove more parking spaces
- EV chargers need their parking spaces protected, or they will get blocked and be useless
- Better lighting for pedestrian paths, encourages safer walking
- Pedestrianised roads, no petrol vehicles, less cares, more public transport
- Enforce/prevent anti-social illegal parking, enforce existing laws better, maybe plant more trees to stop pavement parking
- Stop front gardens being used for parking
- Disparity of healthy school street roll-out
- Want to see more pedestrian crossings
- Wider pavements, so it's safer to walk
- More street cleaning

02. Transport Strategy

For the panel member tabletop activity, panel members were asked to respond to the following questions.

- What is working well, and not so well?
- What are your ideas to address the things that are not working so well?
- WHich are the priorities to address?
- Other thoughts regarding transport or issues to address in the next Climate Action Plan?

What is working well/not so well?

- The Parklets and SUDs are liked and loved
- Reduced speed zones (20 miles per hour) = good access to either tube/underground/overground, and buses across the borough
- Better bike lanes, but still not enough
- Cycling training schemes, and more e-bikes available
- Healthy schools and healthy streets, streateries, Parklets and SUDs working well
- Safety - some aspects, e.g. walking to school
- Too many SUV's, and more dangerous 'big' cars - needs a behaviour change campaign, especially re safety and polluting
- Safer streets, crime and anti-social behaviour disincentivises walking, especially at night
- Not enough lighting on pedestrian paths
- Bike lanes are unsafe (please use the Dutch system and copy it!)
- Some people, e.g. older women, do not feel safe walking home in the evenings/after dark
- Nuisance parking in cycle lanes, please enforce illegal or bad parking. Protect the footway and police the misuse of Lime bike parking (dumping!)
- Thames Water digging up roads over and over again, traffic, inconvenience etc.
- Kentish Town station closed for 1.5 years or more for renovation of an escalator
- C11 bus route reduced too much
- Pedestrian crossing lights, timing too short

Ideas to address what is not working so well

- Join up cycle lanes or complete key cycle routes
- Better thinking around combination of cycle lanes and bus routes, and having to cross cycle lanes to get on buses (dangerous)
- Increase the frequency of night buses, have conductors on night buses for safety
- Make public transport safer. A TFL problem, many addicts and homeless on the trains and buses, so thus feel safer in a car!
- Give subsidised black taxi cards to vulnerable people (e.g. older women)
- More police presence or 'street wardens'
- Better enforcement of existing laws e.g. idling engines, pavement parking, drop kerb parking, yellow line parking, now appears to be all but absent

- Need more pedestrian crossings
- Some crossings are just too wide to get across safely
- Need more charging docks for scooters, cars, bikes
- Different delivery firms need to have a joined-up strategy and increased cooperation and coordination; one van delivering for multiple forms, less vans out on the roads, and they always park up badly!
- More delivery hubs/lockers - less delivery vans on roads
- Better/more strategy or thinking/planning on how deliveries get made and when - do a deep dive on patterns etc.
- Delivery time windows for home delivery vans
- Increased cycle safety training/awareness, especially re wearing helmets
- What happened to the 'scrap older vehicles' scheme?
- Police the use of e-bikes and scooters used to commit crimes
- More visible car sharing schemes
- Incentives for businesses/organisations to reduce emissions
- Businesses could move to electric cargo for deliveries
- Free travel for carers - carers want to use public transport, but it's difficult
- Better maintenance of parklets and SUDs
- Improved EV charging infrastructure
- Pedestrianised areas/streets, need an increase in police presence, especially at night (along the canal)

Areas of priority

- Personal safety when walking
- The experience people actually have; 10 year old walking to school, cyclists, older women - safety stories and narratives
- Safety for pedestrians/cyclists is paramount, people are using cars because it's safer
- Safety of residents, at the moment increased pedestrians = more crime, some thefts carried out on Lime Bikes (theft of personal items like mobile phones)
- More EV charging points
- Adoption of a cross-pavement solution, ULL-E/Kerbocharge scheme
- Stronger/better enforcement of existing law(s)
- Camden town, mornington crescent and kentish town underground stations not accessible, especially those that don't have steps
- More visible car sharing schemes, e.g. Zip Car, not many on the roads anymore, people need to see them to utilise them

Other feedback/thinking

- More focus in CAP on buildings; retro-fit regulations, use of glass, solar panels, heat pumps etc. possibly community led?
- Review Camden Council approval of things like large developments/buildings etc. and enforcing use of climate protection measures (solar panels, heat pumps, EV chargers etc.)
- More on climate resilience, explore more, what are the extremes?
- Post-lockdown/pandemic, there have been dramatic changes regarding working practices, we are doing and using stuff differently, the CAP must reflect this
- Planning regs - people want to do stuff but are being stopped or limited from doing so