

To: greencamden@camden.gov.uk
CC: Harold Garner

Camden Climate Action Plan consultation

This response to the consultation on Camden's Climate Action Plan is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. We represent the interests of cyclists living or working in Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation by email and online (using Cyclescape).

Introduction

The proposed Climate Action Plan proposes four main themes for the first of two 5-year programmes towards a vision of a zero carbon Camden by 2030. The first two are relevant to our campaign

- People who live, work, study and visit Camden;
- Camden's public spaces.

Our response to the proposals

To give some background to our response, here are some extracts from Camden's Transport Strategy 2018:

Sn 2.31: the mode share for cycling in Camden has stagnated at just 4% of all residents' trips; residents still make three times more trips by car than by bike. Only 8% of journeys between 2 and 5 kilometres made by Camden residents are cycled (the majority up to 2km are walked). This tails off to 5% of journeys of 5-10km.

2.32. TfL analysis estimated that approximately 600,000 trips per day could be cycled in Camden. Over 200,000 of these would be by residents, of which only 20,000 residents' trips are currently being made by bike. This would include those 70% of car journeys which are under 5km, particularly the 41% which are under 2km.

2.33. Cycle flows in the north of Camden are particularly low. Residents in the north of the borough are further away from the majority of the new high quality cycle infrastructure being delivered, such as the Central London Grid and CSHs, and this is reflected in lower cycling volumes. There is therefore a need to push cycle routes further north to ensure that they form part of a comprehensive network and are continuous and connected. In particular e- bikes could help boost this number to help people overcome the hills particularly in the north of the borough and where car ownership is highest.

Camden's Proposal for People

We support the stated vision:

"People who live, work, study and visit Camden will be well informed and actively contribute to tackling the climate crisis in all aspects of their lives" but believe that stronger actions will be needed to achieve the statement: **"People will need to walk, cycle or take public transport instead of driving if they are able"**.

The above extracts from the Transport Strategy suggest that we could get hundreds of thousands of new trips per day by bike involving hundreds of thousands of new people. However people need to be motivated, to get a bike, to learn how to maintain it and to have a place to store it.

Motivation: People need a lot more than just information that they can pick up. A more direct approach would be to explain to people the benefits and to help them to start. For example, one approach would be to carry out a study of someone's travel needs¹ and how that might fit existing or soon to be built cycling infrastructure. This could be targeted at workplaces, places of study and at residents in areas where infrastructure is already available.

Getting a bike: Camden's [Try a Bike scheme](#) which applies to people (over 18s) who live, work or study in Camden and also offers free cycle skills training is very good but would need to be dramatically expanded. It will also be necessary to provide mentoring on their trip to work or college etc.

Maintenance: Judging by our experience with running the monthly [Kentish town Bike Workshop](#) for almost 8 years, there is a demand for more frequent sessions, at more than one location and in workplaces and places of study. This demand will become more urgent as more people take up cycling.

Storing the bike at home: Many people in Camden are unable to provide their own bike storage. Camden needs to speed up the bikehangar program so that demand can be met e.g. in under three months. Think of ways to simplify the consultation process, e.g. if a household gives up a car, or the ratio of permits to spaces is low, a new bikehangar can be installed e.g. with a simple Traffic Order. It may be worth studying other boroughs to come up with a best practice.

Camden's Proposal for Places

The immediate actions relevant to cycling include:

- Over 2020-21, create new segregated cycle routes in line with the Camden Transport Strategy (CTS). The CTS refers to this as the development and implementation of a high quality, [borough wide cycle network](#) that provides safe and attractive routes for all ages and abilities.

The CTS was written before the climate emergency was declared and therefore the borough wide cycle network should be progressed much faster than was then proposed. The CTS proposes targets for 2025 and 2041. The Climate Action Plan suggests moving towards a 2030 zero carbon Camden: for this reason, the targets for the borough wide cycle network should be adjusted for it to be completed by 2030 with reviews at 2022, 2025 and 2028 to ensure that the routes are of adequate quality and truly meet the emerging needs.

The programme development relevant to cycling includes:

- Progress a range of transformational projects as set out in the Camden Transport Strategy which prioritise sustainable modes of travel.
- Lead the delivery of transformational low emission transport projects in Holborn, Camden Town, Kentish Town and Frognal by 2023
 - We suggest adding more Healthy Streets schemes for completion by 2025, e.g. West Hampstead.
- Increase the number of street closures around schools through the Healthy School Streets programme.

People need to be able to cycle from their home or their destination (work place, college etc) to the nearest link in the cycle network. The street closures around schools are a start for children and parents but those and other people also need to be able to depart from their homes on safe roads at all times of day.

Therefore the development of area-wide healthy streets schemes is just as important as the development of the cycle network. This means the elimination of rat running from all of the access roads² in each area such as Camden Town, Kentish Town mentioned above.

¹ This may be able to be done at meetings or via social media rather than one-on-one face-to-face.

² Access road: not on TLRN and SRN - see Fig 2.3 Camden's Road hierarchy in the CTS.

Summary

We argue that to achieve a major shift to cycling, suitable for a zero-carbon Camden by 2030 the following are essential:

For people:

Develop a programme on a large scale that will motivate people to cycle their daily journeys, help them to get a bike, provide storage for it and teach them how to maintain it.

In parallel, develop programmes that discourage use of private vehicles, including PHVs, for journeys into, through or within Camden.

For places:

Complete the borough-wide cycle network by 2030, with enhancements where further needs can be identified.

Develop area-wide healthy streets neighbourhoods (low traffic neighbourhoods) to cover all of the borough by 2030.

Please acknowledge receipt of this response. We hope that we can participate in the next stages of the development of this plan. Our contact details are below.

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