

To: Permitsreview@camden.gov.uk; Sam Margolis

Camden Council review of parking permits and parking charges

This response to the consultation on the above proposals from Camden Council 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).

Resident Parking Permits Diesel Surcharge

We support the proposed increase in charges for diesel vehicles with a view to discouraging their use so as to reduce the health risks arising from their pollution

In addition we ask for:

- An increase in charges for petrol vehicles with a view to discouraging their use so as to reduce CO2 emissions.
- An increase in the nominal charge for all but the smallest of electric vehicles – an electric car with a large battery will emit more particulates than a small petrol car.
- A published commitment to an annual increase in charges so that car owners will feel an incentive to give up owning private vehicles.

Car Club Parking permits

We see a benefit in Car Clubs in that they make it easier for families to manage without owning cars, resulting in fewer parked cars and fewer miles driven. We support the introduction of a diesel surcharge and a carbon emission based permit price.

Doctor's Parking permits

We note that the charges are the same as for Car Clubs. In the context of the current pandemic, we feel that this sudden increase in charges may be inappropriate.

Paid for Parking

We strongly support the introduction of carbon emission based charging and the increase in the diesel surcharge from 21.5% to 50% of the petrol vehicle permit price.

We support the proposed reductions in maximum stay.

In addition we ask that:

- The hours of operation of all parking zones should be increased in a way that will discourage many more inessential car journeys. For example:
 - The Highgate zone CA-U has only two hours of operation on weekdays and none on weekends. This encourages people to drive to the Heath. At least part of this zone could have its hours extended.
 - Albany Street, Longford Street, Gloucester Gate, Park Village East in the CA-G zone which doesn't operate at weekends attracts weekend parking for access to Regent's Park.
 - The zones south of Euston Road don't operate on Sundays which encourages people to drive there instead of walking, cycling or using public transport.

Reduction of the number of resident and visitor parking bays

We see the current practice of lining our streets on both sides with parked cars as a serious misuse of public space. During 2020 we have been pleased to see some of this space re-allocated to cycle lanes and we encourage Camden to continue to do so until the planned borough-wide cycle network has been completed. However the parking in most residential streets has seen only small reductions e.g. to make space for Bikehangars and to provide clear views at junctions. Camden's Transport Strategy 2019 includes a policy (1c) to reduce the use of kerbside space for private parking with a view to encouraging walking and cycling, improving road safety and the public realm.

Camden's Parking Review should at least mention this policy. But it would be even better to state a target that specifies the percentage of visitor and resident parking spaces to be removed each year.

Proposed changes to motorcycle parking

We support the proposals:

- To convert all dedicated solo motorcycle bays to shared use with one of the various permits.
- To stop providing free parking for motorcycles.
- To reduce the price of residents permits for electric motorcycles while increasing the price of petrol ones.

Cycle parking, road safety and the public realm

We ask Camden to include in this review targets for the removal of car parking. This will enable cycle parking, junction safety (painting double yellow lines within 10-metres of junctions) and greening so that people understand the benefits.

The removal of car parking spaces to make room for cycle storage, car bike ports and on carriageway parking for all types of bikes including non-standard bikes (cargo bikes, tricycles and hand-cycles) and dockless hire bikes can be expressed as a net gain. For example, two Bikehangars, each of which can house 6 bicycles fit into a single parking bay. This is a net parking gain of 11 slots. Camden Council installed 74 new Bikehangars in 2020 and we would like to see a target for subsequent years.

We understand that Camden intends to remove all marked parking spaces within 10 metres of junctions. Camden needs to state how many spaces this is and give a quantified target for removing them.

Greening could include pocket parks and SUDS schemes.

Please acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments; contact details are below.

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