



CAMDEN
CYCLING
CAMPAIGN

Camden Cycling Campaign

LCC Climate Safe Streets

Raising the ambition for decarbonising transport

The world is changing - and so is Camden

Welcoming improved cycling access to the Volkswagen Wolfsburg plant, Chairman of the Board Herbert Diess has commented that “In overcrowded urban centers, the car – including the emission-free e-car – will only be accepted in the future if the bike has enough space in the mobility mix.”

<https://cyclingindustry.news/cars-room-for-cycling-volkswagen/>

Agenda

- Context
- [CCC 2030 Climate Safe Streets Map](#)
- Current vs proposed targets
- New suggested targets
- Suggestions for inclusion in the 2022 revisions of the Transport Action Plan

Context – a lot has changed since 2019

- CCC are now advocating that Camden raises its ambition relative to the 2019 transport strategy in light of:
 - Climate Change Committee 6th Carbon Budget.
 - WHO revised Air Quality guidance.
 - Significant progress during the pandemic.
 - 12 kms of safe routes added during 2020, more now; several new LTNs.
 - UK Gov has published:
 - Decarbonising transport: a better, greener Britain.
 - Gear Change: one year on.
 - COP26.
 - New Cycle Infrastructure Design (LTN 1/20).
 - New Highway code:
 - A hierarchy of road users.
 - Pedestrian priority on pavements, crossing or waiting to cross the road.
 - Establishing guidance on safe passing distances and speeds and ensuring that cyclists have priority at junctions when travelling straight ahead.

2030 Climate Safe Streets Map

- We have developed [this map](#) showing a Safe and Healthy Camden for 2030 consisting of:
 - **A cycling network** consisting of:
 - protected cycle routes on main roads
 - signed secondary routes on streets without through traffic
 - **Neighbourhoods without through traffic**, across the borough
 - **Coverage to bring safe cycling within 200 metres** for everyone in Camden

2030 Climate Safe Streets Map

- Example showing integrated cycle routes and LTNs providing safe cycling
 - Orange route is C6 extension, using Grafton Road
 - Pale blue areas show Savernake, Queens Crescent and Harmood LTNs
 - Dark blue line is PoW Road primary cycle route.
 - Green lines are proposed Primary e.g. Haverstock Hill.

Live Demo



Climate Safe Streets

- Every junction when being redesigned, to comply to LTN-1-20 (regardless of being a cycleway).
- Safe & Healthy streets to become the norm; enable people to make many more local journeys (shopping, school, social) safely and comfortably without cars.
- Move away from Commuter focused cycle route planning to 15 min City concept.

Proposed revised targets

- By 2030 to have 55% of all Camden journeys walked or cycled.
- By 2030 reduce motor traffic in Camden by 20% from 2020 figures.
- By June 2022 cycle counters on all Primary Cycle Routes.
- From a baseline of June 2021, target a 40% increase by June 2030 using Camden's Cycle Network Counters.
- By 2025 55% of all Primary children usually walk to school.
- By 2025 6% of all Secondary children usually cycle to school.
- By 2041 15% of all Secondary children usually cycle to school.
- To limit school drop off by car (across Primary & Secondary) to 5% by 2030.
- Cycling to work 15% by 2030.
- By 2030 30% of adults doing some cycling, at least once a month.
- By 2030 to have 75% of Camden geographic area covered by Safe and Healthy Streets.
- By 2030 a 2 month waiting list for cycle hangar parking.
- By 2025 make cycle training available to every adult who wants it.
- By 2025 make cycle training available to every child / school.
- All Camden Transport Strategy 2031 targets brought forward to 2028.

2022 Cycle/Transport Action Plan new targets

- 2030 Every resident (who does not live in a Safe & Healthy Neighbourhood) to be within a 200m reach of a Safe & Healthy Neighbourhood or high quality protected cycle infrastructure.
- 2030 Increase Safe and Healthy Neighbourhoods by 500 hectares.
- Camden to commit to supporting the development and implementation of a London-wide Smart Road User Charging system.
- 2024 Nearest car club bay and shared cycle/e-scooter geo-fenced access point (which should ideally be co-located) no further than 300m from their work or home.
- 2025 Removal of all pavement parking.
- 2030 Stop sale of residents parking permits for all diesel vehicles.
- 2035 Ban on internal combustion engine (ICE) taxis, PHVs & <Euro 6 HGVs in Camden by 2035.

2022 Cycle Action Plan asks

- Use of Experimental Traffic Orders with evaluation of results linked to decarbonisation & air quality targets
- Bus/Bike corridors (similar to Tottenham Court Road and Torriano Avenue). E.g. on Fleet Road.
- Introduction of Bus Gates e.g. Stoke Newington Church Street in Hackney.
- Camden to prevent vehicle access to Regent's Park at the junctions outside the park that they are responsible for.
- All existing cycle lanes (inc. temp & paint) to have double yellow lines & blips.
- New protected cycling provision for routes to schools.
- Ban on use of Cycle Dismount Signs.
- Parking:
 - Cargo bike parking on-street with security (e.g. ground anchors or like Hackney =>).
 - Simple procedure to obtain Parklets in parking bays (similar to Play Street procedure).
 - One parking bay on every residential street in Camden to be reserved for Delivery vehicles.



Appendix: Important Transport Strategy proposed schemes

- Workplace parking levy.
- 2019 CCAP Phase 1/2 schemes:
 - Fitzjohn's Avenue corridor.
 - Prince Albert Road corridor
 - Albany Street corridor (Dedicated cycling facilities and pedestrian improvements along Albany Street, subject to interaction with HS2).
 - Kentish Town Road (has more cyclists (5390 on 7/9/21) than any cycleway in Camden).
 - Pratt – Delancey corridor (completion).
 - Hawley Road two-way cycling.
 - Adelaide Road.
 - Clerkenwell Boulevard (Bloomsbury Street to Farringdon Road).
 - Gordon House Road.
- All new developments to include designs for Active Travel (Inc. HS2).
- Roll out of cycle hangars programme on street and in estates, plus on-street cycle stands.

TFL / HS2 / Royal Parks / City of London

- TFL:
 - Swiss Cottage (C11).
 - Camden to Tottenham Hale (C50).
 - Hampstead Road.
- HS2
 - No HS2 Active Travel & cycle provision plans are yet known.
- Royal Parks & CEPC
 - Movement Strategy lack of ambition.
- Hampstead Heath
 - No progress on timed access for school run cyclists

