Camden Cycling Campaign

6th November 2026

To: safetravel@camden.gov.uk

Re: **Kerbside Microhubs Consultation**

This response to the consultation on the above proposal from Camden Council is from Camden Cycling Campaign, the local borough group of the London Cycling Campaign. We represent the interests of cyclists living or working in or travelling through Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this proposal within our organisation by email.

Q3–4. Responding on behalf of an organisation:

Camden Cycling Campaign (CCC)

Q7. Which locations would you like to comment on?

All four locations:

* Barnby Street

* Clarence Way

* Guilford Street

* Lincoln's Inn Fields

Q8. Do you agree with the principle of trialling kerbside microhubs?

Agree

Q9. Do you agree with the proposed microhubs at the selected locations?

Agree

Q10. Tell us more

Camden Cycling Campaign welcomes the proposed trial of kerbside microhubs as a means of reducing delivery vehicle movements and the conflicts associated with frequent stopping on residential streets.

The proposals are consistent with the objectives of Camden's Freight and Servicing Action Plan, which CCC supported in its 2024 consultation response.

We particularly welcome the reallocation of kerbside parking space to activities that can deliver wider public benefits.

We have reviewed the proposed locations and drawings and have identified one possible conflict with a cycle route: The proposed location for the Guilford Street microhub is between Lansdowne Terrace and Lamb’s Conduit Street on the route of C41.

We would encourage Camden to consider how pedestrian porterage, cargo bike deliveries and micro-consolidation centres can complement one another in developing a more sustainable freight network.

Q11. Could the proposals have positive or negative impacts on people with protected characteristics?

Yes – potentially positive and negative impacts.

Q12. Please explain these impacts

Reducing delivery van movements could benefit people who are particularly vulnerable to road danger, noise and air pollution, including children, older people and disabled people.

However, pedestrian delivery operations using electrically assisted carts must not create additional obstacles or conflicts on pavements.

Particular consideration should be given to wheelchair users, visually impaired people, those using mobility aids and people with pushchairs.

CCC would welcome appropriate accessibility assessments and engagement with organisations representing disabled people before the trial begins.

Q13. Other comments, benefits, concerns or local issues

CCC has reviewed the drawings for Barnby Street, Clarence Way, Guilford Street and Lincoln's Inn Fields with a view to identiying any possibleimpacts on existing cycle lanes or cycle routes on low-traffic roads .

The proposed location for the Guilford Street microhub is between Lansdowne Terrace and Lamb’s Conduit Street on the route of C41. The extra movements of delivery vehicles could be a hazard to people using this route.

Nevertheless, we ask that loading operations and delivery movements do not obstruct cycling infrastructure or create new conflicts at junctions and pedestrian crossings.

The proposals should also be considered alongside planned cycling improvements, particularly around Guilford Street and Lincoln's Inn Fields. We believe that it will not interfere with the agreed proposals for 2-way cycling in Lincoln’s Inn Fields.

We encourage Camden to investigate opportunities for cargo bike deliveries alongside pedestrian porterage, particularly where delivery distances extend beyond those conveniently served on foot.

Q14. Impact on people with protected characteristics

Yes, Positive impacts:

A reduction in delivery van movements, vehicle emissions and obstructive parking could particularly benefit children, older people, disabled people and those with respiratory conditions. Safer, quieter streets and improved pedestrian accessibility would contribute to a more inclusive public realm.

Negative impacts:

Electrically assisted delivery carts could create obstacles or conflicts on pavements, particularly affecting wheelchair users, visually impaired people, older pedestrians and people with pushchairs.

There may also be impacts if loading operations obstruct dropped kerbs, tactile paving, pedestrian crossings or accessible parking and pick-up arrangements.

These risks should be addressed through site-specific accessibility assessments, staff training, clear operating conditions and monitoring throughout the trial.

Q15. Other general comments

CCC welcomes the proposal to undertake an 18-month trial and encourages Camden to establish and publish measurable success criteria before implementation. For example:

- Reduction in delivery van journeys and vehicle kilometres.
- Pedestrian safety and accessibility.
- Compliance with operating conditions.
- Environmental benefits, including reductions in emissions.

Baseline data should be collected before implementation, with results published separately for each site.

We would also encourage Camden to explore a complementary approach on narrow residential streets: replacing individual car parking spaces with short-stay delivery vehicle pull-ins available to multiple delivery operators. When unoccupied, suitably designed spaces could also provide refuges for cyclists needing to allow oncoming traffic to pass. This could offer an additional means of reducing conflict between delivery vehicles, cyclists and other road users.

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

Steve Prowse & CCC Committee
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