

Appendix F
Camden Draft Transport Strategy
Engagement and Communications Plan
November 2018

In early 2018, Camden developed a stakeholder engagement plan to ensure the widest possible input to the draft Camden Transport Strategy from internal and external stakeholders, both as it was being developed as well as on the final draft Strategy during the formal public consultation period in November and December 2018.

The following activities have been undertaken in the development of the draft CTS for consultation:

Internal

CTS Steering Group

Officers established a Strategy/LIP Steering Group of senior officers across the Council to provide oversight of the draft CTS, which met monthly. The group discussed and agreed various aspects of the draft Strategy, including the draft objectives, the proposed methodology for prioritising LIP investment to ensure the most effective use of funding (see CTS Chapter 4, Delivery Plan), the proposals for public engagement and consultation, as well to provide comments on draft Chapters and Action Plans. Draft chapters were also sent to Officers in the Council's Public Health team for comments and input.

Council workshop

An internal workshop was held on 29 January 2018 among Council officers representing Public Health, Economic Development, Planning Policy, Placemaking, Engineering Services (Design and Implementation), Sustainability, Parks and Green Spaces, Parking Services, Accessible Transport including management of Camden's own fleet, Housing and Children's Services. This workshop aimed to ensure that wider borough priorities and their implications for transport were captured in the Strategy. The workshop also helped to identify measures that would help deliver the Healthy Streets outcomes.

Council presentation

Officers also gave a presentation and led a discussion on the emerging Strategy to a wider internal Council audience at a lunch time session on 26 July 2018.

External

Public stakeholder workshop

A public local stakeholder event/workshop took place on Wednesday 4th July 2018. Invitees primarily included representatives from Tenants and Residents' groups (TRAs), those with a particular interest in transport issues including groups

representing those with a disability, and others. All Ward Members were also invited. 47 local residents/representatives attended, along with four Councillors.

The Cabinet Member for Improving Camden's Environment introduced the event with a presentation, followed by a brief Question and Answer session. This was followed by a series of four workshops at which participants discussed the proposed transport objectives and the most effective way to deliver them. Participants could select two of four workshops:

- Enabling walking and cycling and improving road safety
- Improving Accessibility and Inclusivity
- Reducing transport related emissions and noise
- Reducing car ownership and use, and traffic levels

The aim was to discuss the challenges facing the borough and London under the broad themes covered by the workshop, and the policies and measures that the draft Strategy needs to consider to address them. Notes of the workshop discussions are attached and have informed the development of the draft CTS.

Clean Air Action Plan one day workshop

Transport Officers also participated in a one-day workshop in July 2018 to develop a new Clean Air Action Plan (CAAP) for Camden, coordinated by colleagues in the Sustainability Team. Participants discussed air quality issues and proposed actions in four separate groups each focusing on a theme: transport emissions; construction, development and building emissions; residential and school emissions, and deliveries, servicing and freight. While transport was a specific theme of the workshop, it was effectively discussed in every group which highlights the importance of transport's role in improving air quality. The proposed actions from the workshop and other comments received on a Commonplace web page established for that purpose are provided at the end of this Appendix. The comments will also be considered as part of a revised draft Strategy/LIP, post consultation.

Public stakeholder workshop on the draft CTS, 4 July 2018

Feedback from workshop session: enabling walking and cycling, and road safety

Pedestrian crossing

Some participants raised concerns about pedestrian crossings including having insufficient time to cross at signalised crossing points, crossing cycle lanes to reach bus stops (at 'floating' bus stops) and safety. Suggestions to address these concerns included increasing the available time to cross and better working with TfL to ensure they make the required alterations including reducing the pedestrian wait time; the Council should also review all crossings to make sure they are all compliant with regard to timings as well as road markings; providing short zebra crossings for 'floating' bus stops, introducing diagonal crossings.

Public realm

Walking along High Streets was considered to be very unpleasant, so more must be done to make them more pleasant for walking. This includes reducing street clutter and barriers to access such as A boards, removing refuse, and improving lighting to address perceived personal security, especially for women and vulnerable pedestrians at night. Street security was highlighted as a particular issue for women who need to feel safe to walk more. The location of some bus stops also contributes to congestion on the footway making it unpleasant for pedestrians.

Participants also highlighted the need to consider road space particularly with regard to allowing lots of parking which could be used more effectively by other modes.

Road safety

Road safety was considered not only in the context of reducing collisions but also as a factor in enabling more walking and cycling. There is also a perception of safety which needs to be addressed. One recommendation was that good street design can help to reduce collisions, but another that the perception of road danger needs to be tackled through reducing car supremacy to encourage walking and cycling. For example, major barriers to cycling are main roads and speeding on quieter roads, so traffic needs to be controlled rather than simply 'calming'. Pulling parking spaces back from junctions will also improve road safety by giving better sight lines both for pedestrians crossing and for drivers.

Cycling on footways was also highlighted as an issue by many, including those with a disability.

One participant also noted that the way people walk has changed: due to mobile phones, people do not look properly or they walk more slowly.

The Tavistock Place corridor, to Harrison Street and Gray's Inn Rd was considered a safety problem area by one participant.

One participant questioned TfL's programme of bus driver training as they had witnessed unsafe driving.

Cycling

Along with the issues discussed in the road safety section above, some participants stressed the need for a connected and safe cycling network across Camden to encourage cycling, and accommodating the needs of younger, older and infirm cyclists. There was a question whether our Quietways formed part of our strategic cycle network.

There was also a suggestion that Camden should consider greener, more biodiverse bike hangars for cycle parking, including for example, grass covered shelters.

Generic comments

There was a view that Camden's policies do not give sufficient consideration to pedestrians, and that we need to reduce traffic before trying to make improvements for cyclists and pedestrians.

Engagement and consultation

There was a view among some participants that Camden's consultations are not well promoted and some felt that decisions had already been made when consulting. Camden needs to be more pro-active and use a range of engagement methods, including master planning to do joined-up working around development areas, and identifying areas of potential blockages and address those before they cause issues

Feedback from workshop: reducing car ownership and use, and traffic

Deliveries

Some Participants felt that construction traffic is a significant issue. They felt that new government policy on planning for basements makes it a 'free for all', with damage caused on Camden Mews when the carriageway collapsed and traffic on Agar Grove. It was felt our Construction Management Plans (CMPs) are weak and need to be strengthened.

Delivery vans also present a problem: it was considered by some participants that they are inefficient especially as only 25% of deliveries happen first time. There was a question as to whether our traffic data is detailed enough in terms of understanding HGV/taxi/white van traffic to address these problems. A participant queried whether taxis and PHVs are considered to be public transport?

There was also a call to get rid of Private Hire Vehicles (PHVs) and work with businesses, particularly supermarkets, to implement timed deliveries.

Parking

The view of some participants is that we need to understand the rationale for choosing to buy a car: they are (or seem to be) cheaper than bus and are more convenient. But they are often not used during the week. The Council needs to look at parking permits and align with DfT banding and consider extending CPZ hours of operation to disincentivise inessential travel. However, there is the challenge that residents do not always support extended hours, especially if they want to receive visitors. It was suggested by some participants that CPZ consultations should be reframed to reflect the impacts of car use especially in larger CPZs, so that non-car owners respond, and also capture the bigger picture, eg seek views on area-wide improvements of which transport is one part/what do you want for your area or environment.

Other opportunities suggested to address car ownership was through parking permits, including higher prices for multiple vehicles, or restricting the number of vehicles per household. Alternatives such as car clubs also need to be provided and incentivised, eg through scrappage schemes, but also install parklets to enhance the area and improve sociability.

It was considered by some participants that some businesses have too much parking, eg on Parkway and a review of the business permit is needed. Some participants believed there were unlawful applications for and use of residential bays. Some also suggested replacing parking bays with parklets and other sustainable uses- to other modes rather than just vehicle type (eg EV).

Through traffic

However the view of some participants was that car ownership is not the issue as nobody in Camden owns a car. Rather the problem is traffic coming into the borough from elsewhere and through traffic. We therefore also need to work with neighbouring boroughs. It was suggested that Camden needs a Work Place Parking Levy to prevent vehicles driving in.

Traffic data/congestion

A major issue is that traffic volumes are decreasing yet congestion is increasing: due to eg reallocation of space and reduced capacity. It was therefore queried by one participant whether flows are the right metric. New cycle lanes take space away from other measures and a balance has to be struck. However, it was also the view of some participants that pedestrians don't take up much room and there are a lot of them; similarly cycle lanes are a very efficient way of moving people around.

Car-free developments were seen by some as positive and should be continued, particularly as there is a generational shift to not owning a car

Rat runs and traffic restrictions:

Some participants were concerned about rat runs and speeds: small roads are used as rat runs but it was considered that Camden wasn't doing nothing. These streets have children, elderly and mental health people and are not designed for high volumes of traffic.

There was a query regarding how areas are prioritised for investment which needs to be made clear.

Some participants encouraged the Council to investigate opportunities to introduce filtered permeability, for example in the Camden Square area, to restrict motor traffic, such as timed closures /bus cages but no through routes. The Council needs to make car journeys inconvenient and learn from other boroughs such as Grafton Road in Islington with bus gates and emergency vehicles going off Essex Road - Anglefield Road and Hackney.

The Strategy also needs to capture the health impacts of pollution.

Public transport

The view of some participants was that public transport needs to be more efficient particularly buses to provide effective alternatives: more buses are needed rather than cuts, and they need to run on time. It was acknowledged that congestion results in a reduction of patronage, with the solution to provide more bus priority.

Feedback from workshop – accessibility and inclusivity.

Consultation and engagement

A representative from Kilburn Older Voices Exchange (KOVE) urged the Council to talk to them and to older people generally to better understand their needs, which if not addressed, can lead to isolation and loneliness. Swiss Cottage is a particular problem due to the huge distances people have to cross at surface level. There was acknowledgement that the Council has extensive engagement with KOVE, particularly on the proposed scheme for Kilburn. However, KOVE can provide more information on other older people's groups around the borough.

Other excluded groups: Better engagement and consultation with children is also needed, as well as with those on low incomes. These are harder to reach groups, and the Council needs to do more to consult with them.

The issue of consultations for proposed schemes was raised by one participant, particularly the discrepancy between residents' views and those of others outside the area moving through it (eg Judd Street/Midland Road scheme), and local needs not being catered for. There was the view that local voices are relegated below those of others, which needs to be addressed, eg through greater weighting to residents. The challenge is therefore how to give a better balance to local views through, eg better consultation.

In particular a couple of participants felt that the needs of cyclists are being met at the expense of other groups and those with specific needs, for example in the case of the proposed scheme for Judd Street and traffic restrictions. While there is support for a reduction in vehicle use, pollution etc older people own and use cars less, but are then more reliant on others to assist on journeys, such as carers or taxi drivers. Black cabs provide an essential public service and are a life line for some older people. Restrictions will result in longer journeys which incur additional costs. The view was that the needs of cyclists are being met at the expense of other people who have specific needs. Meeting the needs of certain vulnerable groups, and in specific locations, who rely on motor vehicle use, while also encouraging cycling and reducing traffic levels/pollution/congestion is a key challenge for the Council and is something that officers need to reconsider.

Public transport

Some felt that the accessibility of the bus network is below standard and overcrowding on public transport is a particular problem. Those with mental disabilities also have serious anxiety on buses regarding bus driver behaviour: they do not feel necessarily that drivers accommodate their needs: evidence is that some people will not use buses because of this.

Step Free Access is a major concern, including at Kings X/St Pancras station: even though there is a lift, this is only accessible from the northern entrance or use the stairs for the underpass. Wheelchair users on the southern side of Euston Road are presented with stairs to access the station or navigating Euston Road itself to cross in a very intimidating environment.

It was also felt by some participants that there is poor information particularly for older people who make less use of mobile phone technology: there are no pointers to the lift once in the underground station at Kings X and maps at bus stops are very confusing to read. These need to be simplified particularly to help people with learning disabilities who also face problems with a lack of information when buses are on diversion and bus stops are no longer in use (including from HS2). We should also not expect older people to use phones to get information: many do not or cannot use technology to get information, and more signage, which is more accessible to many groups, should be used instead.

Public realm

Footways and streets are not very accessible due to clutter and encroachment from stall holders. They are also overcrowded, but there is a question on how to get evidence of this. A boards also present a hazard, particularly for people using canes. Hackney has banned all A-boards. Rubbish and waste bins on the footway also impede movement.

The issue of EV charging infrastructure and cables was raised as a problem by some participants: they present a hazard for people, especially pedestrians and those with a mobility impairment. They remove available footway space and cables present a trip hazard. There was a request to use lamp columns for EV charging and also to relocate rapid chargers to the carriageway.

It was recommended by some that parking be removed from around junctions: parked vehicles stop people crossing as they obscure sightlines, and in the case of crossing across a dropped kerb, stops wheelchair users.

Some participants suggested that cycle routes need to be a uniform colour to assist people with visual impairments.

Children/younger people using scooters and skateboards on the footway also present a hazard and sometimes creates conflicts with other more vulnerable users. There needs to be better education for children to raise awareness of other using people using the space and the impact they may have on them.

Dockless bikes being left on the footway, particularly in areas of high footfall, was also raised as an issue by some.

Crime and anti social behaviour

Crime and anti-social behaviour affect people's choices for travel and therefore affects their independence. It was felt by some participants that there is also anti-social behaviour related to the gig-economy, where drivers congregate around certain places (eg Holmes Road in Kentish Town), creating congestion which inhibits movement for wheelchair users and those using a cane.

Crime and safety is big concern, and there was a request by a participant for a Crime Strategy. Moped crime is serious and places that are dangerous, such as dark alleyways need barriers to slow down drivers escaping. One participant recommended

that officers need to come up with a solution that allows cyclists, wheelchair users etc, but slows down mopeds

Measuring a Healthy Street presents challenges: there may be a lack of people on the street which means that people are not there to survey (similar to a lack of casualties doesn't mean a place is safe, ie people avoid it). (Officer comment: but lack of people itself is an indicator that street is not healthy).

Feedback from workshop - reducing Transport Related Emissions and Noise – 4 July 2018

Engine idling

There was some discussion around engine idling, including specific locations of concern and what could be done by residents. Areas around schools as well as coaches in Russell Square were highlighted as particular hotspots, with a request to ban coaches in the central area while providing smaller vehicles to transport people to tourist destinations and/or walking routes. There was a request for Camden to set up an app whereby residents could report engine idling.

Reducing vehicles

There was a recommendation to remove and reduce motor vehicles and emissions, including reducing through traffic and reducing rat running, but also to provide efficient public transport as a viable alternative and promote cycling, including through traffic filtering. Delivery vehicles are increasing.

Cleaner vehicles

Participants recommended working with Amazon and Uber to use cleaner vehicles and for Camden to lobby the Mayor to bring forward ULEZ. Emissions from taxis and mini cabs were also seen as a problem.

One participant raised the challenge of addressing traffic calming but also air quality issues.

More needs to be done for EVs as many people cannot charge in driveways in conservation areas.

Parking was raised as an issue, at Regis Road where there are a lot of empty spaces for private vehicles parking at this site

General

Some participants commented that Royal College Street traffic is very bad and that levels of pollution have increased since the introduction of the cycle scheme there.

There were concerns about the TLRN and TfL and perceived inaction: for example air quality on Camden Road is bad

We also need to improve air quality monitoring of our schemes.

Clean Air Action Plan Design Day, July 2018

Camden's Clean Air Action Plan design day, managed by Camden Council in partnership with University College London brought together local residents' groups, schools, hospitals, businesses, construction companies, local councillors and cab drivers to help design Camden's new Clean Air Action Plan to reduce air pollution in the borough. Over 40 people attended, and the workshop focused on discussions and proposal around four themes which was also followed up and expanded to the wider public using a Commonplace web page where participants could leave comments.

1. Communities and schools

Local communities and schools have a key role to play in reducing their own pollution contributions as well as reducing their own pollution exposure. At the Clean Air Design Day representatives from local schools, hospitals, and the wider community developed the following proposals for Camden's next Clean Air Action Plan.

Proposed Design Day Actions

Action 1 - Create more healthy school streets and limit the catchment areas for private schools to cut the school run.

Action 2 - With schools, develop enhanced guidance for families about safe and clean routes to school.

Action 3 - Reducing emissions from specific sources near sensitive receptors (*children, elderly, those with cardiovascular & respiratory illnesses*).

2. Deliveries, servicing and freight

Unnecessary vehicle trips add to the congestion and pollution on our roads. At the Clean Air Design Day representatives from local Business Improvement Districts, Transport for London, Freight Transport Association and the wider community developed the following proposals for Camden's next Clean Air Action Plan.

Proposed Design Day Actions

Action 1 - Promote and extend Camden's freight consolidation project.

Action 2 - Improved consolidation of deliveries by hospitals, Business Improvement Districts and universities with leading organisations developing best practice guidance.

Action 3 - Work with Business Improvement Districts and Transport for London to provide delivery lockers in areas of high footfall to minimise house to house deliveries.

Action 4 - Create low emission zones in Business Improvement Districts so that only zero emission deliveries will be permitted.

3. Public health and awareness raising

Research by London Councils shows that those who say they are not aware of air quality issues are less likely to change their behaviour to reduce their exposure to air pollution, but also less likely to take action to actively reduce air pollution. At the Clean Air Design Day all participants developed the following proposals for Camden's next Clean Air Action Plan.

Proposed Design Day Actions

Action - Increasing air quality awareness and sharing best practice by encouraging schools to join the Sustainable Travel: Active, Responsible, Safe (STARS) programme, providing good practice tool kits, and continuing to promote alert systems like airText.

4. Transport emissions

Transport emissions account for almost half of Camden's air pollution. At the Clean Air Design Day representatives from Camden Air Action, the Licensed Taxi Drivers' Association, Transport for London, Camden and the wider community developed the following proposals for Camden's next Clean Air Action Plan.

Proposed Design Day Actions

Action 1 - Provide increased electric vehicle (EV) charging infrastructure and renew Camden's vehicle fleet.

Action 2 - Review parking charges and options, to seek to deter car ownership, car use and motor traffic levels and continue to focus on the most polluting vehicles.

Action 3 - Improve idling enforcement and enable residents to take more action to help.

Action 4 - Support the uptake of more sustainable modes of transport by improving cycle infrastructure, increasing junction safety and promoting cleaner air cycling and walking routes.

5. Construction and development emissions

Construction activities if not properly managed can negatively impact on local air quality. At the Clean Air Design Day representatives from the construction industry and the wider community developed the following proposals for Camden's next Clean Air Action Plan.

Proposed Design Day Actions

Action 1 - Reduce the impact of construction sites by setting tougher HGV emission limits, securing developer contributions to improve enforcement and providing better guidance for smaller sites.

Action 2 - Create enhanced protection around sensitive sites like schools and hospitals so that the most vulnerable avoid pollution.

Action 3 - Enhance the quality of communication and available data from construction sites to help understand pollution levels.

Action 4 - Support a construction industry led accreditation scheme for cleaner construction sites.

Other comments from Commonplace

Communities and schools

Create more healthy schools streets and limit the catchment areas for private schools to cut the school run	
Actor	Measures
Camden	Supporting the uptake of Play Streets and Healthy School Streets
Camden/Schools	Assess feasibility of limiting school catchment areas to reduce children being driven to/from school
Camden/Community	Provide a healthy street schools program where schools/communities can apply
With schools develop enhanced guidance for families about safe and clean routes to school	
Actor	Measures
Camden	Create a toolkit that provides simple information for residents and schools in relation to reducing emissions and exposure
Camden	Produce an air quality newsletter for schools and residents
Camden	Awareness raising campaign to demonstrate that streets are safe enough to walk/cycle children to/from school
Camden	Provide bespoke cleaner air walking cycling route maps for schools (identifying points of interest such as parks and libraries)
Schools	To incorporate air quality lessons into the curriculum to increase awareness and influence the future generation of adults
Camden	Improve availability of cycling routes to support children cycling to/from school
Reducing emissions from specific sources near sensitive receptors	
Actors	Measures
Camden/Canal & River Trust	Trial electric charging points at morning areas for canal boats
BIDS	Working with schools to increase awareness and reduce vehicle idling
Camden	Continue anti idling engagement project around schools
Camden	Create neighbourhood pollution watch group (eyes and ears around the borough reporting back to Council for action to be taken)
Schools and homeowners improve the energy efficiency of buildings to cut boiler emissions	
Actor	Measures
Camden	To signpost to existing funding streams for boiler replacements
National Government	Lobby to provide a robust scrappage scheme for boilers
Camden	To conduct air quality audits of every school in Camden (and assist with mitigation measures (only if they are part of the STARS scheme))

Construction and development emissions

Reduce the impact of construction sites by setting tougher HGV limits, securing developer contributions to improve enforcement and providing better guidance for smaller sites	
Actor	Measure
Camden	Securing additional funding from developers to manage and enforce construction impacts (\$106)
Camden	Require every development rated medium or high risk in terms of construction emissions to produce a construction management plan
Camden	Have a dedicated construction management officer
Camden	Bring forward ULEZ Euro 6 requirement for all diesel vehicles servicing construction sites
Camden	To produce guidance for small and large developments in relation to what is required of them in order to reduce their impact
Create enhanced protection around sensitive sites like schools and hospitals so that the most vulnerable avoid pollution.	
Actor	Measure
Camden	Air quality zones around schools/hospitals (areas of exclusion for construction vehicles) if the area needs to be entered, the site is required to install measures (green infrastructure, filters, etc) to protect users while project is occurring
Enhance the quality of communication and available data from construction sites to help understand pollution levels	
Actor	Measure
Camden	Better communications with local communities regarding large developments, how their impacts will be minimised, and how residents can report breaches
Construction Industry/Camden	Ensuring dust monitoring results are made public via an online platform and/or via hard copies on site
Construction Industry	Better communication for the public to understand what is occurring on site and what

	is being done to minimise emissions (similar to the H&S messages on their hoardings)
Support a construction industry led accreditation scheme for cleaner construction sites	
Actor	Measure
Construction Industry	Industry to develop a kite mark in relation to construction industry (setting benchmarks)
Construction Industry	Leading with best practice guidance/case studies
Construction industry	Produce an accreditation program for contractors who meet a minimum environmental requirement
Construction industry	To include environmental initiatives/targets for highways contracts in London

Delivery, servicing and freight

Promote and extend Camden's freight consolidation project	
Actor	Measures
TfL	Increased promotion of TfL's deliveries reduction fund to increase consolidation of deliveries
Camden	Extend freight consolidation to public
Camden/Canal & River Trust	Investigate the feasibility of freight being delivered via canal
Camden	Investigate the feasibility of waste being taken via canal boat
Improved consolidation of deliveries by hospitals, business improvement districts and universities with leading organisations developing best practice guidance	
Actor	Measures
UCL	UCL area around Bloomsbury treated as a logistics zone; consolidating deliveries and reducing vehicle emissions
Camden/BIDS/CAA	Develop an accreditation scheme for suppliers that use cleaner vehicles
Camden/BIDS	Creation of a BID air quality forum to share ideas, drive innovation and collectively reduce emissions and exposure
All (specifically BIDS)	Joining up procurement of services with neighbouring businesses and BIDS to consolidate services such as deliveries and waste collection
Great Ormond Street Hospital	To consolidate patient transport to reduce the number of vehicles on the road (subject to health and safety of patients)
Work with business improvement districts and Transport for London to provide delivery lockers in areas of high footfall to minimise house to house deliveries	
Actor	Measures
Camden/TfL/BIDS	Installation of delivery lockers in areas of high footfall (ie: outside stations)
Create low emission zones in Business Improvement Districts so that only zero emission deliveries will be permitted	
Actor	Measures
Camden (with support of all)	Creation of low emission zones which prevent vehicles (other than emergency and residential) access

Transport emissions

Provide increased EV charging infrastructure and renew Camden's vehicle fleet	
Actor	Measure
Camden	Provide more EV charging infrastructure
Camden	Dedicated rapid EV charge ranks for taxis
Camden	Ensure borough fleet achieve gold status in FORS scheme
Camden	To upgrade borough fleet to cleaner vehicles
Camden	Provide ECO driving lessons to borough fleet drivers
Camden	Update of local authority procurement policies to include a requirement for suppliers with large fleets to have attained silver FORS accreditation
Review parking charges and options, to seek to deter car ownership, car use and motor traffic levels and continue to focus on the most polluting vehicles	
Actor	Measure
Camden	Tighten licensing requirements on ice cream vehicles to only license ULEZ compliant vans prior to ULEZ introduction
Camden	Review resident and business permits pricing, and investigate the impact of lower/zero emission vehicles on the environment.
Camden	Dynamic paid for parking pricing for parking based on factors such as pollution/emissions and congestion at the time
Camden	Investigate and introduce work place parking levy (WPL)
TfL/GLA	Update the congestion charging zone to include private hire vehicles (currently excluded)
National Government	Phase out diesel trains. (note: Defra's Clean Air Strategy is aiming to remove diesel only trains by 2040)
National Government	Enable easier enforcement of idling and dangerous parking/driving
National Government	Lobby to provide a robust scrappage scheme for vehicles
Improve idling enforcement and enable residents to take more action to help	
Actor	Measure
Camden	Create red routes around schools to prevent vehicles stopping
Camden	To continue to encourage drivers to not idle by educating and enforcing
Camden	Lobby National Government to improve measures to improve awareness and support authorities to tackle idling with stronger enforcement powers.
Support the uptake of more sustainable modes of transport by improving cycle infrastructure, increasing junction safety and promoting safer clean air cycling and walking routes	
Actor	Measure

Camden	Aim to keep cycle access open (if safety is not an issue) when road closures are planned
Camden	Remove parking spaces near junctions to improve visibility and safety. Possibly replace with cycle storage or other green measures that don't impair pedestrian or driver visibility
Camden/Argent	Dedicated cycle path along the canal to increase pedestrian/cyclist safety
Camden/Industry	Provide additional bicycle parking; especially in BID areas if parking restrictions apply
National Government	Ban parking on cycle lanes
Camden Climate Change Alliance	To offer travel plans to businesses/Alliance members
All (specifically: Camden, BIDS, schools)	Better promotion of cleaner/safer walking/cycling routes via apps, web platforms, etc
Hatton Garden BID	Will install collapsible bike posts

Age Friendly London Event – organised by Age UK and Ageing Better in Camden

Wednesday, 19 September 2018.

This event focused on two key components of the World Health Organisation's Age Friendly Cities – transport and public spaces/streets. Officers from the Transport Strategy, Public Health and Planning teams participated.

There were two presentations:

A presentation from Kilburn Older Voices Exchange (KOVE) on the importance of seating. Getting out is vital to older people to avoid isolation and exclusion. When people feel low going out can make people feel better.

There is a lot of research which demonstrates the importance of benches, allowing older people to pace their journeys, provide opportunities for interaction and chat with others, and calm a neighbourhood. There is often a resistance to benches due to concerns about anti-social behaviour; however, a bench is not the cause, but a symptom of wider social problems. The lack of toilets, or inaccessible toilets, are also a concern.

There was also a presentation by a Living Streets representative on a project being delivered in Redbridge. As well as coordinating walks, people also undertake checks of the footway and write in to the Council. For example, crossings, guardrail, footway parking and broken footway slabs. These are dealt with very promptly by Council officers.

Following each of the two presentations, each table and the wider room responded to 4 questions.

In response to the question, what stops people from going out the responses included:

- Distance to get anywhere – impacts on time
- Air pollution – eg on Euston Road
- Cyclists on the footway
- Lack of seating
- Uneven pavements and steps
- Slippery pavements
- Information on road works - needed in advance by letter
- Street parties – would like to know about them
- Cracked pavements
- Crossing times, different types of traffic signals

In response to the question on what participants would like to see implemented, the following answers were noted:

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- Cleaner streets – reduce flytipping, dumping, and litter
- Need information on rubbish collection
- Some seats are too low, including on buses where they are varied heights
- Quiet areas in parks, involving the community
- Enforcement – of footway cycling, parking on footways, fly tipping etc
- Clean roads
- Signposting to alternative routes when road works close streets
- Benches facing away from the road.
- Sheltered spaces
- More green spaces
- Feeling safe – good lighting, prune trees and foliage

In response to the question on what issues with streets and pavements lead to bad experiences, the following were raised:

- Obstructions and street clutter, including tree decoration, fencing, limiting available footway space.
- Footway parking
- Lack of dropped kerbs
- Crossing times
- Rubbish on the footway; bins take up a lot of footway space
- People not being considerate, - education and information.
- Obstruction on the footway, planters
- New paving is slippery when it rains and drainage is not effective
- Cycling and skateboards on the footway

In response to the question on how streets could be made age- friendly, participants recommended the following:

- More parking on carriageway to stop people parking on the footway
- Better crossing times, including one on Kilburn High Road (even with Countdown)
- Employ staff to check the streets/health checks
- Reduce street clutter, including EV charge points and all the paraphanelia that is on the street
- Regular audits of streets
- Opportunities to report problems
- Increase crossing times
- Regular repairs
- Seating at bus stops

Strategy and Action Plan for consultation on the draft CTS (November and December 2018)

Action	Audience
<p>Community Researchers:</p> <ul style="list-style-type: none"> • Community researchers to go out on the streets to get people to respond to the consultation. 	Camden Residents
<p>STARS – School newsletters:</p> <ul style="list-style-type: none"> • Circulate information to schools on the CTS to include in their newsletters to parents and suggest activities relating to objectives in the CTS that could form part of their school travel plan • STARS engaged schools • Promotion through ‘Camden Learning’ 	Parents and school children
<p>Schools / School meeting:</p> <ul style="list-style-type: none"> • Infographics to be produced for schools to then be discussed in schools with teachers & parents 	Teachers and school children
<p>Statutory Consultee List:</p> <ul style="list-style-type: none"> • Identify statutory consultees, and all other consultees e.g. protected groups and email link, disability and older people list neighbouring boroughs 	Camden Residents
<p>All other consultees / Cindex:</p> <ul style="list-style-type: none"> • Identify all other groups through Cindex to notify of the consultation • Ask groups to publicise on their website and to cascade to members 	Camden Residents
<p>Email ward members</p> <ul style="list-style-type: none"> • Email ward members notifying them of the forthcoming consultation with pdf flyer • Ask them to publicise this through their channels and pass out in their surgeries. 	Camden residents
<p>Cabinet Member for Improving Camden’s Environment</p> <ul style="list-style-type: none"> • Cllr Harrison to share info re the consultation on his social media and surgeries 	Camden residents

Action	Audience
Camden magazine article: <ul style="list-style-type: none"> • Article in Camden magazine to raise awareness of CTS consultation. 	Camden residents
Camden web page and investigate website advertising: <ul style="list-style-type: none"> • Draft updated CTS webpage, explaining background of CTS and its Vision for Camden. • Link to 'We Are Camden' consultation page. 	Camden residents
Social media: target all audiences to promote CTS consultation. <ul style="list-style-type: none"> • Targeted Facebook advertising £100 • Camden Council FB page • Cycle Camden FB page • Camden Council Twitter 	Camden Residents
Newsletters <ul style="list-style-type: none"> • Identify and promote the consultation through newsletter channels eg business/BIDs, education, and Voluntary Action Group. 	Camden Residents
Libraries and Community Centres <ul style="list-style-type: none"> • PDF posters to be sent to community centres - contacts from CINDEK • PDF posters to be sent to libraries 	Camden residents
Presentations <ul style="list-style-type: none"> • Presentation to meetings and groups as requested 	Camden residents and protected groups