

LONDON BOROUGH OF CAMDEN

COUNCIL MEETING – 20TH NOVEMBER 2023

NOTICE OF MOTIONS

- 1. To consider the following motion, notice of which was given by Councillor Kirk and which was seconded by Councillor Dixey**

This Council notes:

1. the positive contribution that the Healthy School Streets programme (HSS) makes to reducing air pollution, generally and around schools, and to reducing car use. It therefore contributes to addressing the 4,000 Londoner deaths each year due to air pollution and to combatting the climate crisis.
2. the importance of reducing school-run traffic which gridlocks neighbourhoods. The Council applauds the work of Home Run, Green School Run and other organisations working to help families make better transport choices. Those choices will persist through education and beyond. The Council recognises that HSS contributes here too.
3. that HSS has a substantial impact on all residents, including in their ability to arrange deliveries, arrange taxi travel and welcome visitors. There is a particularly dramatic impact on the elderly and less able who are reliant on cars for transport, care and support.
4. these schemes cause difficulties for blue badge holders who live close to, but not in the HSS areas, who have no option but to drive through them at restricted times. This includes parents of disabled children who have to drive their children to schools across the borough. Many such parents are now having to take long detours to avoid the HSS areas, causing increased stress for themselves and their children, and increased traffic, against the objectives of the HSS scheme. Other Labour-led Boroughs, such as Haringey, have given all blue badge holders exemption from equivalent traffic schemes.
5. its duties under the Equality Act 2010 and the positive commitments the council has made to tackle loneliness and for all to have healthy independent lives.
6. that an overambitious programme of new Healthy School Streets projects, originally intended to start in September this year, combined with a badly managed change of personnel involved, has led to catastrophic failure, chaos and confusion. Residents were provided with little or no information on what was happening. Exemption applications were left unprocessed. Very substantial distress was caused to elderly and less able residents unclear on what their position was. The Council notes that these difficulties were most acute in Kingsgate and West Hampstead but were a common feature across all schemes due to be implemented.

7. that even disregarding that temporary difficulty, the exemptions scheme has never matched the promises made for a swift, responsive and easy to use system (for both permanent and ad hoc exemptions).
8. The Council further notes that currently the majority of scheme signage is folded and obscured during school holidays. However, where there are two signs marking the approach to a scheme, the second is obscured but the first is not. The consequence is that there is no clarity for residents or visitors, commercial or personal, as to when the scheme is in operation and when it is not. Further, residents and visitors are encouraged to act in apparent violation of those signs during school holidays which is corrosive of trust and good governance.
9. the difficulty facing families seeking to use the 603 bus for travel to and from school in that, although that service was originally established to service exactly that need, the timetable is such that buses do not arrive in time for the start of school. This then encourages those families to drive to school instead of using public transport.

This Council calls on the Leader and the Cabinet to:

- a. To exempt automatically blue badge holders through all HSS areas.
- b. To review, learn and apply the lessons from the recent round of implementation.
- c. To rebalance the HSS exemptions system so there is a presumption in favour to grant exemptions and that residents requiring exemptions are able to access a dedicated service with a guaranteed response within two hours.
- d. To work more closely with communities affected by HSS schemes, in order to find solutions to the difficulties during scheme hours faced (a) by residents, particularly those with reduced mobility, seeking to access taxi travel and (b) for residents seeking deliveries.
- e. To fold and obscure all scheme signage during school holidays.
- f. To write to the Mayor of London and the Chief Executive of Transport for London, requesting they revise the 603 timetable to better suit its purpose.

2. To consider the following motion, notice of which was given by Councillor Spinella and which was seconded by Councillor Parkinson

This Council rejects the parking charges proposed in the current consultation. We believe that these decisions are unduly punitive to families, primarily intended to raise income rather than combat climate change or improve air quality. The proposed changes to Resident Permits, Business Permit Fees, Car Clubs, Doctors Permits, Visitor Permits, Paid for Parking, and Motorcycle Permits are particularly concerning.

This Council considers the proposals punitive against families:

1. The restriction of residents to register only one vehicle per permit is punitive, limiting the mobility of families with multiple vehicles.
2. The proposed increase in permit prices places an additional financial burden on families already grappling with various economic challenges.

This Council considers that there is a revenue focus over environmental goals:

1. The introduction of carbon emission-based charges and air quality surcharges appears more geared towards revenue generation than fostering genuine environmental consciousness.
2. The removal of incentives for electric vehicles contradicts efforts to promote cleaner transportation options.

This Council is concerned over the impact on local businesses:

1. The proposed increase in Business Permit fees and the introduction of carbon emission-based charges may adversely affect local businesses, particularly small enterprises already facing economic uncertainties.

In light of the above concerns, this Council believes any set of proposals for changes to parking should:

1. Re-evaluate the restriction on the number of vehicles per Resident Permit to accommodate the needs of families.
2. Ensure that any changes in permit fees are reasonable and considerate of the economic challenges faced by residents and businesses.
3. Consider revising the carbon emission-based charges to encourage the adoption of electric and low-emission vehicles, aligning with broader environmental goals.

As a result of all these points, this Council urges the administration to scrap the current consultation in light of their potential adverse effects on families, businesses, and the environment and re-elaborate proposals with the above guidelines in mind.

3. To consider the following motion, notice of which was given by Councillor Harrison and which was seconded by Councillor Hatton

This Council notes:

That UK Road Safety Week begins on the 19th November.

In 2022, according to the road safety charity Brake, 1,695 people died and a further 29,795 were seriously injured on roads in Britain.

In London, the Mayor of London's Vision Zero plan aims to eliminate all deaths and serious injuries on the capital's roads by 2041.

Camden Council's own Road Safety Action Plan commits the Council to support the Mayor's policy and substantially reduce all road traffic casualties in Camden towards zero killed and seriously injured casualties.

Speed significantly increases the chance of being injured in a collision, and research has shown that the risk of death for pedestrians struck by people driving increases at higher speeds. 20mph speed limits can make a significant contribution to reducing casualties.

The Council welcomes:

Transport for London's introduction of 20mph speed limits on the roads it manages in Camden, such as Finchley Road, Camden Road and Euston Road.

This Council resolves:

To take all steps it can to further improve road safety through its ongoing investment in Camden's road network. Including: maintaining 20mph speed limits, improving pedestrian crossings and building new dedicated crossings, and building segregated infrastructure that enables more residents to cycle safely.

ENDS