

Appendix 7 – Strategic Policy

The following sets out the policy landscape that necessitates the review of Camden parking fees and charges and terms and conditions. The proposals have been designed to help achieve both relevant local and regional policy objectives.

Camden Transport Strategy (CTS), 2019 – 2041: The CTS vision is to transform mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The CTS commits to several policies to achieve its objectives including:

- Implementation of a robust and ambitious set of parking policies to contribute to reducing motor traffic levels in Camden. Specifically, the CTS sets out to see a reduction in motor traffic volumes of 20-25% by 2041 compared to 2016 data.
- For essential trips that require motor vehicles, to encourage and enable a shift towards the least polluting vehicles.
- As outlined in Measure 2B of the CTS, review paid for parking charges at least every two years, including options to increase those charges or adjust the charging structure, in order to ensure that they continue to meet our transport strategy objectives and be able to embrace technological change that may become available to us.
- As outlined in Measure 2C of the CTS, review Resident, Visitor and all other renewable parking permit (Business, Doctors etc) charges at least every two years, including options to increase those charges or adjust the charging structure, in order to ensure they continue to meet Camden's transport strategy objectives.
- Achieve reductions in Nitrogen Oxide (NO_x) and Particulate Matter (PM₁₀) from road transport of 95% and 61% respectively by 2041 (compared to 2013 data).

Camden Climate Action Plan (CAP), 2020 – 2025: The CAP aims for the borough to be zero carbon by 2030, aligning with London's net zero goal. The CAP states that the council will: “Continue to regularly review and amend parking permits and prices to reflect the climate emergency and roll out electric vehicle (EV) charging points across Camden in line with our EV Action Plan”.

Camden Clean Air Action Plan (CAAP), 2023 – 2026: Camden is the first borough to commit to achieving the updated World Health Organisation (WHO) air quality guidelines which are much stricter and based upon extensive scientific evidence about the health impacts of air pollution. The CAAP sets out actions for the next 4 years to realise the vision of a borough in which no person experiences poor health because of the air they breathe. To achieve this, the CAAP commits us to a modal shift from private vehicles to walking, cycling and public transport, or where vehicle use is unavoidable, from combustion engine vehicles to EVs by a number of measures including reviewing and improving parking policy.

Mayor's Transport Strategy: Mayor Sadiq Khan's vision emphasises transforming London's streets and improving public transportation. The strategy prioritizes increased walking, cycling, and public transport usage among residents to realize these objectives. The strategy also commits to a Vision Zero approach whereby road traffic deaths and serious injuries are reduced to zero by 2041. This goal will require reducing the dominance of motor vehicles on London's streets and the risks that this presents.

Mayor of London's vision for cleaner air in London: The Mayor's vision is for London to achieve the best air quality among major world cities by 2050, surpassing legal requirements to safeguard human health and minimize disparities.

We Make Camden: We Make Camden is our joint vision for the borough, developed in partnership with our community. The Way We Work is the Council's response to the We Make Camden ambitions, that Camden should be a green, clean, vibrant, accessible, and sustainable place with everyone empowered to contribute to tackling the climate emergency and that Camden's communities support good health, wellbeing, and connection for everyone. Parking policies that encourage more people to walk and cycle, and free up space for more public realm, urban greening and so on, will contribute to achieving this.

Camden Citizen's Assembly on the Climate Crisis: Camden led the first Citizen's Assembly on climate change, producing 17 actions for residents and the council. One of these recommendations was to enable electric transport with infrastructure and incentives. The proposals set out in the Decision Report help achieve this action by continuing to provide discounted prices for electric vehicles.

Camden Joint Health and Wellbeing Strategy 2021-2030: The Strategy is a call to action to all residents, community groups and local organisations to make Camden the very best place to start well, live well and age well. The Strategy commits to addressing the determinants of health and health inequality, including improving and encouraging more active travel to address mental well-being and inclusion.

The Constitution: Recent changes to Camden's Constitution have placed new duties on the Council to protect and enhance the natural environment and mitigate and build resilience to climate change. It is important that the way we facilitate parking in the borough aligns with this aspiration.

Previous Consultations and Engagement: Consultations and engagement undertaken as part of the adoption of some of the abovementioned council policies were also considered during the development of the parking fees and charges and terms and conditions proposals. Specifically, the results of the consultation for the CTS demonstrated strong support for cleaner and safer streets and a transition to more sustainable modes of transport:

- As shown in Table 1 below, over 50% of respondents to the 2018 CTS consultation agreed with the proposal to regularly review and amend parking

charges, structures and availability in order to reduce car ownership, car use and traffic levels in the borough.

- As shown in Table 2 below, a significant proportion of respondents to the 2018 CTS consultation (over 65%) agreed with the policy to use parking policies to incentivise a switch to cleaner vehicles. The level of support from Camden Residents, Businesses/Organisations and others is similar, with over 60% of each group in overall agreement. Residents had the highest proportion of those who 'strongly agreed' at 38% as well as the lowest proportion who 'strongly disagreed' at 7.6%.

Table 1

To what extent do you agree or disagree with the proposal to regularly review and amend parking charges, structures and availability in order to reduce car ownership, car use and traffic levels in the borough?				
Response	Camden Business/ Organisation	Camden Resident	Other	Grand Total
Strongly Agree	20.5%	31.8%	28.5%	29.5%
Agree	25.6%	23.9%	25.9%	25.1%
Disagree	12.8%	16.5%	15.8%	16.0%
Strongly Disagree	15.4%	11.3%	12.1%	11.9%
Not answered	0.0%	1.0%	0.0%	0.4%
Unsure	25.6%	15.5%	17.8%	17.2%
Grand Total	100%	100%	100%	100%

Table 2

To what extent do you agree or disagree with the principle of using parking policies to incentivise switching to lower emissions vehicles to improve air quality in the borough, and contribute to reducing greenhouse gas emissions?				
Response	Camden Business/ Organisation	Camden Resident	Other	Grand Total
Strongly Agree	30.8%	38.1%	35.6%	36.4%
Agree	30.8%	31.5%	32.8%	32.2%
Disagree	10.3%	10.2%	9.1%	9.6%
Strongly Disagree	15.4%	7.6%	12.1%	10.4%
Unsure	12.8%	12.6%	10.5%	11.4%
Grand Total	100%	100%	100%	100%