

London Living Streets deputation to Camden Culture and Environment Scrutiny Committee –Structure: Monday, 11th November 2024 6.30 pm

The sole person addressing the meeting will be Jeremy Leach Chair London Living Streets.

I understand that the maximum length that I would speak for is 5 minutes (as this is not a Cabinet or a Council meeting where the limit is 3 minutes).

I propose to cover the following after thanking the committee for the opportunity to address members.

1) The importance of removing pavement parking on Chetwynd Road. Parking on pavements disproportionately affects people with visual or mobility impairments, those assisted by guide dogs, and wheelchair and mobility scooter users. More than 95% of wheelchair users and people with visual impairments say they had problems with vehicles parked on pavements¹. The difficulties are exacerbated by the growth in vehicle size and the encroachment of larger vehicles and SUVs onto the footway narrowing the pavement even further. There is a danger of vehicle speeds increasing when two-way working is replaced by one-way streets but consideration of the effectiveness of the traffic calming on Chetwynd Road should ensure that this is addressed.

2) There is a need to remove through traffic from the proposed Dartmouth Park Area Healthy Neighbourhood:

- The higher levels of deprivation of those communities to the east and west of Dartmouth Park Hill and the far higher risks that members of more deprived communities face from road traffic collisions (recent TfL research²).
- There are a number of locations within the proposed Healthy Neighbourhood where there is a history of significant numbers of road casualties – Dartmouth Park Hill, Swain's Lane (south-west of Chester Road), Chetwynd Road at the junction with York Rise and Magdala Avenue.
- These higher casualty locations within the Healthy Neighbourhood are closely linked to high traffic flows on those roads. Reducing this through traffic will help reduce casualties within the area significantly.

¹ <https://www.gov.uk/government/news/transport-secretary-announces-plans-to-make-pavements-accessible-for-all>

² <https://tfl.gov.uk/info-for/media/press-releases/2024/january/pioneering-map-of-london-shows-the-link-between-deprivation-and-road-casualties>

3) The benefits that research is identifying from neighbourhoods where through traffic is removed – with a focus on:

- Reduced road casualties and the lack of migration of road casualties to boundary roads³.
- Substantial declines in motor traffic on internal roads⁴ and marginal changes in traffic volume on boundary roads.
- A long-term reduction in crime⁵.
- People are more active – they walk and cycle more⁶.

4) Access to all locations in the Healthy Neighbourhood area by motor vehicle is retained. Parts of the proposed Healthy Neighbourhood area do have higher levels of car ownership but in many parts car ownership is extremely low and supporting safe and attractive journeys by walking, wheeling and cycling is a rightly the priority. Looking at the results of the 2021 Census, neighbourhood areas to the east and west of Dartmouth Park Hill frequently see less than 1 in 3 households owning a car with some having fewer than 1 in 5 households owning a car.

5) Without these changes to traffic management in the area, other improvements to local streets such as pavement widening, more seating, trees and low-level planting will not be possible.

Overall, we strongly support these proposals as they fit closely with both the objectives of the Camden Transport Strategy in particular to transform streets and enable an increase in walking and cycling, to reduce road casualties towards zero and to deliver streets that are accessible and inclusive for all. Additionally, this scheme contributes significantly to the delivery of Camden's targets as required by the Mayor's Transport Strategy and its Healthy Streets objectives.

³ <https://osf.io/preprints/socarxiv/46p3w>

⁴ https://docs.google.com/document/d/13Nsm_GFdH6CplpPpOZ7hbhLZScgqCAP7ZGI0xi4qDqA/edit?tab=t.0

⁵ <https://cohsat.org.uk/low-traffic-neighbourhoods-evidence/>

⁶ <https://content.tfl.gov.uk/tfl-impacts-of-low-traffic-neighbourhoods-feb-2024-acc.pdf>