

COUNCIL MEETING – DEPUTATION/PETITION REQUEST FORM

NAME OF DEPUTATION/PETITION LEADER: Ben Pearson	
ADDRESS: [REDACTED]	
TEL: [REDACTED]	E-MAIL: [REDACTED]
Name and contact details of other proposed attendees (maximum of 6 plus deputation leader): Rachel Mawby: [REDACTED] Albert Heaney: [REDACTED]	
Does any member of the deputation have access requirements? If so, please tell us what they are: None	
Have you submitted a deputation request to the Council before? If so, please give details: Yes 14/12/2023: regarding anti motorcycle bias to a meeting of the Culture and Environment Scrutiny Committee. 29/01/2023: on the topic of the Council's proposed motorcycle parking charges to a meeting of the full Council. 26/02/2024: regarding the impact of anti motorcycle bias on the CTS to a meeting of the Culture and Environment Scrutiny Committee. 28/02/2024: on the topic of the Council's proposed motorcycle parking charges to a meeting of the Cabinet.	

Please summarise below the key points you wish to make at the Council meeting (continue on a separate sheet if necessary):

We wish to present at the meeting of full Council on the 7th April on behalf of Camden residents and workers on the topic of the proposed motorcycle parking charges as set out in the recent TMO2425-0036

We are asking to present for the following reasons:

1. The TMO presents a new development in the charges which Camden residents have a right to have discussed in public
2. The Council has not taken on board any of the concerns and feedback raised which means:
 - The charges go directly against the Council's aims on air quality, climate change and sustainable transport
 - The charges go directly against the Council's new aims on motorcycle safety

This will of no doubt be of interest to the members of the Council and something they will wish to discuss

In addition, it is not too late to make changes to these charges or scrap them all together, which means this discussion is timely and relevant

A summary of our concerns is set out below:

The Council is proposing parking charges for motorcycles "aimed at ensuring that the way parking is facilitated contributes to meeting the borough's sustainable transport, road safety, climate change, air quality and public health ambitions". However, the charges will in fact be counterproductive to all of these aims.

The fact that motorcycles have far lower direct emissions than cars, and do not contribute to congestion, means that if just 1 in 8 of the motorcycle journeys discouraged by this policy is replaced by a car or taxi journey they the policy will actually have increased emissions.

TfL reports that emissions from buses per passenger kilometre are around 100g/km, far lower than cars, but far more than motorcycles. The most popular motorcycles in the UK today have emissions of around 50g/km. Even if this policy encourages more bus use, that will not represent a reduction in emissions.

Motorcyclists are the most vulnerable roads users, making up around 20% of all those killed or seriously injured on London roads despite representing only around 1% trips. Camden could have taken action to improve motorcycle safety, for example by allowing motorcycles access to bus lanes, but it has failed to do so. TfL's data show that motorcycle access in bus lanes improves safety for riders, and has no negative impacts on safety or the perception of safety for other bus lane users.

The 'safety in numbers' effect means that even if this policy succeeds in reducing the number of motorcyclists it will not reduce the number of KSIs. TfL's data showed that after the introduction of the congestion zone when motorcycle journeys increased 15%, KSIs actually fell by 8%. It can be expected therefore an decreasing the number of motorcycle journeys may actually increase KSIs.

Riding a motorcycle burns around 400 kcal per hour, the same as a Lime bike, which the Council promotes the use of in its Transport Strategy. Not only will the changes not reduce emissions, but motorcycles are an active mode of transport, so the changes will actually reduce active travel.

Clearly the policy will not achieve the stated aims, and in fact will be counterproductive. But it also places vastly disproportionate charges on motorcyclists. Residents with motorcycles will be asked to pay the same for parking as PIH SUV cars in the same emission band, that take up at least 8 times as much space and cause congestion on our roads. It will ban residents with a car from also owning a motorcycle, meaning they do more journeys by car and further increase emissions. Commuters will be asked to pay £600 a year if they travel to Camden every day, 6 times the rate in Westminster.

There is no justification for this policy, and we are therefore calling on the Council to take on board the evidence, to reconsider, and work with motorcyclists toward a policy that can meet the Council's aims and be fair to all Camden residents, including those who use motorcycles and scooters.