

Camden Climate Citizen Panel: Meeting 2 ‘Places’ Session

Summary Notes

Date: Wednesday 10th February

Time: 18.00 – 20.00

Location: Zoom

Recording link: Shared with panel members via email

Attendees: Beverly (BR), Naomi (NI), Victor (VS), Anna (AW), Jo (JM), Niall (NM), Shana (ST), Will (WS), Mike (MT), Sarah (SG), Rumi (RH), Anna (AP)

From Camden: Abigail Roberts (AR), Jackson Bylett (JB), Harold Garner (HG), Sam Margolis (SM), Anthony Christofi (AC)

Apologies: Dwayne (DL), Chandrima (CP), Penny (PC)

Time	Item	Action Owner
18.00	<p>Session begins Welcome and address to the panel and re-cap of the previous session.</p>	
18.05	<p>‘Check-in’ Several panel members joined the ‘pre-meet’ from 17.30 – 18.00 to discuss which actions should be discussed in the main session. Following concerns raised by panel members around metrics and how the progress of the Climate Action Plan is being measured and sits within the context of the net zero target by 2030, an open group discussion around this replaced the usual check-in.</p> <p><u>Notes</u></p> <ul style="list-style-type: none"> • SG - concern around provision of data and how we plan to reach net zero carbon by 2030 and a cause for potential disengagement with the panel and its purpose. Lack of metrics from the first summary update and how 	

the panel can scrutinise without those metrics in place. In response to this came the RAG rating system to help categorise progress, however when an action is listed as green but there is no metric on how it will help us to reach net zero, I find that confusing. Looking at what is being done, there's a clear disconnect that it won't get us to where we need to be. Struggling to engage with the finer detail when we don't have sight of the bigger picture, the investment made and the impact this is having on carbon. Can this data be shared by the council?

- HG – Climate Action Plan (CAP) produced through assembly model, as part of the process lots of data / evidence was shared as how the plan should develop. Plan is the product of that bottom up process rather than a plan based purely on evidential fact and plan/targets set against it, the CAP is a qualitatively different plan in comparison to corporate documents provided by other boroughs. A [carbon scenario study](#) accompanied the CAP, which shows exactly what is required to get us to net zero by 2030 but is beyond what the council can afford alone and requires all organisations across the borough to play a part. Purpose of the panel to scrutinize the CAP and there's room to improve the metrics within the plan.
- SG – the metrics will show that the CAP vision will not take us to net zero by 2030, seeing a green action gives the illusion we are on track to net zero.
- JM – lots of great things in the plan, want to rally behind it but need to be open that if we can't do what we need to because of e.g. money, then we need to be using the time to think how we can leverage money. Not saying it as it is, is problematic, the plan will get us so far, but we need to think how we do the rest. Be clear where the plan does and doesn't get us. VS agreed – how close is it getting us to net zero? Struggling to keep engaging with the panel. As someone that doesn't understand council processes or how decisions are made, when community spaces are being destroyed due to HS2 works, what's the benefit of being on a panel and feeling like a tick box exercise? The actions are great but hard to know how contributions in the panel contribute at all.
- AW – if you know where you're going and it takes longer, but the fact you know where you're going, every step that's taken is the right step. If the end game is clearly set out, even though it takes longer, we're not making the wrong decisions and can use funding to be proactive in other areas.
- VS - carbon released by housing, does that pay attention to those renting that cant influence insulation etc? HG responded – data comes from central government and data includes all properties in Camden regardless of tenure. Data is taken from meter points and then it goes into a central system which generates figures for boroughs.
- HG – CAP adopted through a democratic process and the panel is a forum to challenge progress of that. There's a separate broader issue being raised about reaching net zero carbon in Camden as a whole and that is a huge piece of work, a lot which is going on outside of this forum e.g. retrofitting housing estates, and that is an action in the plan to develop a retrofit strategy. If the panel want to look at some of those bigger areas, it's possible but not without its technical and financial complexities.
- WS/JM – Both agreed not afraid of conversations becoming to technical, very keen to learn and unpick.

	<ul style="list-style-type: none"> • SG – can panel members follow up on the function of the panel, how they want to follow the plan or consider the bigger picture. AR agreed panel members can continue these discussions via email / WhatsApp. 	Panel
18.15	<p>Project updates from Camden Officers</p> <p>Covid-19 Safer Travel Programme Update from Sam Margolis: Please see presentation slides / recording</p> <p>Comments from Greg Hitchcock, Nature Conservation Officer on Planning & Biodiversity Actions: Please see recording</p> <ul style="list-style-type: none"> • Lots of work to do on the Biodiversity Action Plan, covid-19 has slowed down progress, but has allowed more time to review the broader framework that the Biodiversity Action Plan sits within. Currently developing an overarching biodiversity strategy and will be consulting with the public on this in due course. • Baseline for quality of habitats – previous data based on national / London wide data not repeated therefore it has been a challenge to fill data gaps, working closely with organisations and community engagement. Linking biodiversity with other strategies across the council and decision making. • Planning specifically – Camden don't have any new powers, must work within planning powers from central government and the new London Plan. However, Camden are working with the planning department on more specific input and sub-borough information to ensure what we get out of developers is the best it can be, both scientifically and spatially appropriate. Within the strategy is a commitment to develop a Camden Nature Recovery Network – not just spatial representation of the actions, its spatial prioritization and will inform planning decisions. • More broadly on planning, net gain and nature recovery networks – a lot of this is coming through the delayed Environment Bill, draft bill is proposing that developments will need to deliver 10% net gain on biodiversity, after mitigation of any impacts in the first instance. Owing to a strong policy in place, Camden already gains more than 10% on most projects. 	
18.25	<p>Panel Discussion Focus action areas from the panel:</p> <ul style="list-style-type: none"> • New planning frameworks require developments to be zero carbon • Introduce planning policy to require all major developments to improve the biodiversity value of their sites • Extend nature conservative volunteers programmes to support with the maintenance of existing and new green space. 	

Notes

- NM - Is there a plan to stop motorbikes rat running cycle gaps? Is there a limit on installing charging points on lamp posts? SM responded – it is illegal, and it is enforced where possible in some areas. If there is exemption for motor vehicles, not allowed to go through those areas which is difficult to enforce but, in some areas, there are automatic recognition cameras. Some areas we see motorcyclists get off the bike and push this through which is difficult to do anything about. No limit to installing charging points, but there are funding constraints but in regular talks to DfT regarding funding. Some constraints exist in types of columns, e.g. not able install points in heritage columns. Therefore, it's a mix of mix of funding and infrastructure, but that's why we're going for a balance of different types of provision of lamp panels, fast charging points and rapid charging points. £3k per charging point.
- NI - is there a way to ensure everyone hears about consultations and can have the chance to respond to them? SM responded - we do everything we can to try get the consultations out, recently started sending out user friendly postcards in the consultation areas, webpage information, street notices, as well as engaging with young people who are often excluded from these consultations. As part of the engagement strategy we go into schools and youth organisations to generate an interest, especially applicable to healthy school streets. Information is also sent to local stakeholder groups, and to borough wide groups to include those both inside and outside of the consultation area.
- WS – when talking about pop-up cycle lanes, does this mean they will pop down again? SM responded – the intention with the pop-ups is that they also feature on our long-term network plan. Under the experimental traffic order process, they can be trialled for up to 18months, which has been most appropriate with pandemic, meaning plastic wands could be implemented quickly. After around 12months of the trials, we'll consult with the public on whether to make them permanent.
- VS – promoting electric bikes / making more accessible is cool, is making personal bike ownership something you can make easier with personal hangars, is there ongoing work around this? SM – important part of the mix to consider when trying to engage people, there are 150 cycle hangars in the borough, half of which installed in the last year, ongoing phases of the programme to roll out. Supply will never match demand, there's a very long waiting list. Secure cycle parking is one thing, getting bikes to people unable to afford is another – cycle hire scheme helps to increase access and more affordable, the cycle loan scheme offers a discounted purchase rate at the end of the scheme. Looking to build the infrastructure to enable the activity and the wrap-around behaviour schemes to encourage the activity.
- AP – how does Camden link up with other London boroughs to help catalyse the shift? SM – link up in various ways, strategically we do that via a Pan London engagement forum to discuss how we're working and our strategies, we also do that with TfL and London Councils. We are all working to the Mayors Transport Strategy, and the Camden Transport Strategy (CTS) is a roadmap for that, we are statutory obliged to share how we're meeting the mayors strategy, which includes ambitions mode shift and zero killed and seriously injured on our streets by 2041. On a scheme by scheme basis, work closely with borough colleagues so at the early stages of

planning schemes we liaise with neighbouring borough officers to show plans and how they might link up, York Way is an example of boundary streets, whereby we work hand in hand with the neighbouring borough.

- JM – is money the problem in terms of bike hangars or is it supply? I think in some areas, residents would be willing to crowdfund them.
- NM – could we extend the Santander bike scheme further throughout the scheme? SM – the issue with the Santander Cycle Hire is that the infrastructure for each bay is very expensive, it can be £100k+ in some circumstances, so we secure s106 contributions from large developments where we can and have 4-5 currently in development as a result. The DBH route (red bikes) is a cheaper and quicker way of expanding borough-wide, requiring less infrastructure, plus they are electric, whereas the Santander are currently not. I think we need to provide what we call "shared mobility hubs" - shared car clubs, shared cycle hire, shared EV charging etc - at our schemes. That's something we've been talking about internally.
- SG – really enjoying the new cycle lanes because of covid. In response to parking permits going up, I got rid of my car, that's how effective the strategy was, but problem is storing bikes. What can we do about it / would love to get creative with fundraising around how we solve this issue?
- SM responded – looking at creative ways of funding whilst operating in financially constrained time. If you require more in your area contact the ward councillor to tap into to the CIL budgets (Community Infrastructure Levy secured through the planning system), which has been successful in providing additional measures. The market cost is £3k for a hangar, we are tendering for a new contract as the current one draws to a close, looking for ways to drive down the price of the cost to council for installing it and the cost to the user for the yearly rental. An alternative would be the long-term cycle schemes e.g. Santander and dockless bikes, cycle stands but be reassured we are doing everything we can to get a tender in place so that we can purchase as many hangars as possible. Other discussions around private / creative funding sources are happening in the background but unable to share much more about this at present.
- WS – Do we liaise with LCC 9 London Cycling Campaign? SM responded - we meet Camden Cyclists and Living Streets in a joint meeting every quarter and they are very pro-active in providing useful responses to consultations, helping to contribute to better cycling schemes.
- NM – have we explored greening roofs in Camden? JM added – are there any areas for nature recovery networks? We have amazing parks in Camden - how are corporation of London and Crown Estates helping to link green spaces?
- GH responded - nature recovery networks at landscape scale are all about connecting spaces. We start with the areas that are known to be good and important for wildlife. In Camden Hamsstead Heath and Regents park are two very large sites for habitat and wildlife, further away from these areas species begin to struggle, so you then look at your secondary green spaces such as parks, naturally some are better than others, but we then think about how these can be improved so that those spaces act as stepping stones for wildlife, then we look at other green spaces. The network will consist of existing areas that are good and present opportunities for improvement

	<p>but where there is nothing in between, we may prioritise green roofs. We are speaking to Royal Parks and City of London about linking areas not only for wildlife but also communities. Linking the earlier point on providing specific guidance, development and planning submissions reflect the need for local ecology appropriate for that development / area.</p> <ul style="list-style-type: none"> • NI – are there plans to turn sections of grass into biodiverse spaces for example, in housing estates? GH responded – the intention is that we develop several engagement and participation plans, there are engagement officers that work with and liaise with tenants / communities direct to see what’s possible within the restrictions that may exist. We also signpost residents to information about what they can do in their private gardens themselves where Camden is not in control of those spaces. • GH - Green spaces team have nature led approach to change management e.g. changing rose beds into pollinator shrub beds, reducing mowing frequency to increase to diversity of species in parks. • BR - With land that is not used (and safe to apply) could Camden go beyond the 2 peat bogs on the Heath? They are renowned for their carbon capture. • SG - do you know what impact the change in residents permit charges had on number of permits? How many permits does Camden issue in a year? • BR - I wonder if the consultation was taken up by people who find their petrol car is their lifeline for work taking care of dependants near and far; and the cost of an electric vehicle is beyond their purse? How will Camden work with this group of people now and over time? • NM – cycle lane initiatives are thoughtfully designed and seem to be well used. 	
19.00	Break	
19.10	Project Insight – Prince of Wales Update from Sam Margolis: Please see presentation slides / recording	
19.25	Breakout Rooms The panel split into two breakout rooms to discuss the following questions: Question 1: <ul style="list-style-type: none"> • To what extent has this scheme, to date, met the aspirations of the Climate Action Plan in terms of delivering more segregated cycle lanes? Question 2: What more/else could be done to: <ol style="list-style-type: none"> a) Improve the facilities implemented on Prince of Wales Road from a cycling/walking/transport perspective? b) Make other changes on Prince of Wales Road to contribute to wider climate mitigations in terms of street trees, greening, shade, and shelter etc? 	

19.45	<p>Summary of discussions from breakout rooms <i>Please see appendix 1 & 2 for breakout discussions.</i></p> <p>Group 1 - Notes</p> <ul style="list-style-type: none"> • Some great feedback about the scheme and lots of people taking up cycling during the pandemic and people using the cycling infrastructure in the borough. • Future for the scheme and plans for improving biodiversity, and the future options around plastic bollards and what might replace them. • How could the space be co-created more in the future with local businesses, to make it more of a community space. • Briefly spoke about parklets and how we could help to make them easier to incorporate into the scheme and options for greening. <p>Group 2 - Notes</p> <ul style="list-style-type: none"> • Overall, really impressed with the data sets and vision shared, how can engagement approaches and story-telling help to further increase the number of people on bikes and keep 'covid' cyclists on the roads. • How do we plan now for a reduction in private car ownership in the future e.g. carpools and embed this in infrastructure. • Exploring opportunities to get creative and create cycling hubs with neighbours, ability to share a journey e.g. giving up a car, exchanging car parking space into personal hangar. • Possibilities for working with TfL to ensure eco-friendly / hydrogen buses run along Prince of Wales Road. <p>Additional discussion notes:</p> <ul style="list-style-type: none"> • WS – really interested in the experiment that happened on Exhibition Way in Kensington, done away with curbs, cycle lanes, what was the feedback from this? I think the future is shared space as opposed to segregation, but I know that will take a lot of driver education and cycling education. SM responded – the evidence available to us is that when taking up cycling, the all ages all capabilities group only really feel safe when physically segregated from main traffic, through lanes or reduced volume of traffic. Latest government design guidance promotes segregated lanes, but explicitly says shared space should be avoided. AC added – shared space doesn't really work when thinking about inclusivity and visually impaired groups and vulnerable people needing to use the space. • WS – concern that segregated cycle lanes may not be wide enough for growing demand but assumably because temporary bollards are in place, these could be widened easily. SM responded, there are two good examples in the borough, Royal College Street and Tavistock Torrington Corridor where bi-directional tracks are located on both sides of the road which has doubled capacity, each 2m in width. It's a real challenge across some areas of 	
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	<p>the borough towards the north of Hampstead and Highgate where the roads are narrow, but we continue to address these challenges.</p> <ul style="list-style-type: none"> • SG – I think safety will ultimately be the biggest deterrent to people, you have a scare and it puts you off. I only got back on the bike due to covid. Is there talk about overall safety so that drivers are more conscious of cyclists on the roads? Is there any way we can encourage good practice on roads, as seen in Copenhagen, Amsterdam? SM responded – the style of cycling you see in those cities, relaxed and casual, is facilitated by the infrastructure because they're safe from that traffic. We need to make sure that cyclists also play by the rules and we offer cycle training in schools, for adults and communities to ensure cyclists are cycling in line with the law. The Road Safety Plan is part of the Camden Transport Strategy which outlines our approach to speeding. We're able to deal with some moving traffic offences e.g. driving through restricted areas and AMPR cameras to pick up on that, other dangerous driving is a police matter and we work closely with them. JM - think enforcement eg of speeding cars is a big problem at the moment. • AP In Amsterdam the legal onus is on the driver to prove an accident wasn't their fault, right? • ST - I took up the Camden cycling scheme around 2006 and it gave me the confidence to cycle around London - great scheme! I have to cycle defensively due to right turners though so more education and awareness needed. I also found it extremely helpful to sit in a huge truck and experience their blind spots - something UCL did for students. • JM - Huge amount of work in your team Sam, kudos, particularly given done in such difficult circumstances! ST - Seconded - it is a huge challenge and a lot of progress has been made in a short time, well done and thanks. WS agreed - exciting stuff from Sam, Anthony and Greg. NI added - absolutely echoing what everyone is saying - so great what you and your team have been doing, Sam! It's such a brilliant, tangible positive thing to see happening in the area! NM - I think Sam's photo told the story of many more kids on bikes which has been very noticeable and is great. AW - Thanks so much for brilliant and such positive presentations. 	
19.50	<p>AOB / Additional Feedback</p> <ul style="list-style-type: none"> • Intermediary panel session on metrics proposed by Camden before the next meeting, this was received well by panel members. The session will focus on where Camden sit's now and the carbon scenario data in order to unpick the 2030 zero carbon target in more detail. • In parallel the panel will continue discussions about how they see their role on the panel and feed into this session. • Notes from the meeting and exercises to be shared with panel members, along with details of the intermediary session. 	<p>AR, HG, JB</p> <p>Panel</p> <p>AR</p>
20.00	<p>Session ends</p>	

Appendix 1

Question 1 Breakout group 1 & 2 Jamboard

Question 1 - To what extent has the scheme, to date, met the aspirations of the Climate Action Plan in terms of delivering more segregated cycle lanes?

To a good, but not yet full extent, seems to be the answer to Sam's question. There is an embryonic borough wide network of segregated cycle lanes now, but could always be more.

Fantastic that there are more segregated cycle lanes but trying to understand the overarching objective for selecting the locating for the segregated cycle lanes.

We should get rid of cars entirely, so that roads are dedicated to cycling, walking biodiversity and that way it is a segregated cycle lane, but going a step further.

What was the overarching objective or ambition for the cycle lanes? Traffic / accidents / climate?

Are the segregated cycle lanes enough? Do these need to be more segregated by trees, curbs etc?

Not just good for cyclists but has other co-benefits.

Really exciting and smart around the way things have been managed to increase cycling in the borough. Is there a way to join up the schemes across the borough.

Feel safer cycling on the streets. Feeling less safe coming out of covid and cut up by cars, more defensive cyclist than had to be as a driver.

Going into schools is fantastic and encouraging children from a young age to get active and question their parents about car usage.

Plastic bollards and lack of biodiversity - were there considerations for this in the scheme design.

Weird identity politics around cycling, how are we expanding accessibility to things like cycling.

Really interested we're moving away from a car dominant environment, crucial for the future.

What does segregated cycle lanes actually mean?

Speed of delivery was brilliant - Camden was transformed in the first 6 months of the pandemic. Camden stands out for being ahead of the curve.

Concerns over pop / what does it mean - pop-down?

It looks amazing, what has been done is great. Has anyone thought what a segregated cycle lane means?

Very positive and visible and tangible changes. So visual impacts and is there a sense of competition between boroughs?

Plastic bollards - used for around a year and then there is ongoing maintenance problems.

Look to work closely to build in some low level greening as part of the final scheme.

Been a hiatus in the borough on segregated cycle work which had stalled. Things have kickstarted with TFL and DFT funding bids.

Really impressed with the data and vision presented for moving forward.

Unable to answer question based on metrics / need more info. But delighted with the work that has been implemented.

Appendix 2

Question 2 Breakout group 1 & 2 Jamboard

Question 2 - Breakout group 2: What more could be done to:

Improve the facilities implemented on Prince of Wales Road from a cycling/walking/transport perspective?

We should get rid of cars entirely, so that roads are dedicated to cycling, walking biodiversity and that way it is a segregated cycle lane, but going a step further.

Reducing private car ownership / build in the infrastructure.

Going a step further - restricting all car access.

Love there to be a discussion about car pools, reduce private car ownership, your city changes. Infrastructure in-built, car pools located in set place.

Look at Camden and the areas that you can pool cars e.g. end of the street, ground floor of a commercial building. Planning for the time when people don't have private cars, planning in an infrastructure for those that need them

How to encourage and nudge people to more pro-environmental behaviours especially during covid, opportunity or stories to tell about car clubs.

How do you tell the story to people with using media? Community building about giving up your car could mean someone that really needs the parking space has it.

Very positive support - started cycling in the borough this year.

Co-create the space with businesses to make it a community space.

Building into the business environment, cool businesses around the station. Good hub, working with the businesses and getting them to build a community feel.

Plans in Camden through Highline to use some redundant spaces to increase greening.

Go straight to parklets - can it be made easier for them to be implemented on schemes like this.

this may have happened by accident / design already - the bus route on Prince of Wales Road should (in partnership with TFL?) be one where the buses themselves are running eco-friendly - electric / hydrogen /

Having videos trying it out and inspire others. Many comments made about people that genuinely need cars, disabilities, kids.

Communities to build own bike shacks?

Like to see a natural journey, giving up a car to getting a bike, to see the space outside my house to have a cycle hub there.

Can we work with Tfl to transform the station at all? Owned by Tfl & NR.

Look at the areas in Camden where cars can be pooled / end of the street?

Address narative issues along corridors of schemes

Working with businesses more on streets which aren't necessarily high streets

Difficult to implement parklets - make the process easier and get out of the way of the transformation.

Engagement with schools, taking the conversation home to have with parents

Would love to see communities build their own bike shacks / storage spaces and the success of the lanes feed into a significant increase of bike hangars.

Like an exchange - my car parking space is no longer there but in it's place is a bike hangar.

Is there data to support the the permits are influencing people away from cars? From my experience I know it had the impact of 1.

Would love to get to know my neighbours through it and work with my Belsize ward covid community group to kick that off, self fund and self build bike hangars etc.

How do we make sure we're looking after those more vulnerable people on the edges? How do we put them first?

Love that Prince of Wales looks like it's tripled cycling usage - have to have somewhere to store bikes.

Financial incentives - are these being modified? If we're talking about parking bay prices going up, are those rises being modified to encourage to take out more spaces with EV?

Make other changes on Prince of Wales Road to contribute to wider climate mitigations in terms of street trees, greening, shade and shelter and so on?