

## Jeremy Labram statement Cabinet 23<sup>rd</sup> June 2021

Despite Camden itself missing out on phase 1 of the Liveable Neighbourhoods Programme we are highly supportive of the strategy. Unfortunately it is often characterised as a local traffic displacement exercise, rather than as a much bigger lever to pull for 'modal shift', away from fossil fuelled transport, to minimise the environmental and climate threats we all face. Therefore LN phase 1 must succeed for the sake of all of us in the longer term, and we offer our wholehearted support and help if required.

For Camden this is a rather long story of hard work, dashed hopes and frustration:

- starting with our well-researched and constructive report written in 2017 leading to the offer of a bus gate but probably falling at the wrong point of the election cycle,
- the choice of CAZ, Class C, which has achieved little or nothing for neighbourhood streets such as those in NE Bath,
- and now unfortunately not being included in LN phase 1.

Ever since LTNs appeared in the current administration's election manifesto in early 2019 we have considered carefully and consulted, where we were able, on how a Low Traffic Neighbourhood might be applied to the whole of the NE Bath cut-through which extends through Lower Lansdown, Camden, Fairfield Park, and Larkhall. This looked as though it would need the imposition of some sort of modal filter to allow local buses and active travellers through but not motor vehicles, which might be controversial to some at first glance, or in the words of the report you are considering this evening, "to be too complex and to pose too many challenges to be included in the phase 1 programme as a complete project".

What might not be understood by everyone is that as a community, living close to such a filter, those in Camden were quite prepared to lead this work and accept the continual inconvenience of being subject to the same restrictions it would impose on others. We also recognised that any schemes would be subject to the safeguards included in Experimental Traffic Orders and therefore might not endure. Now, the very longstanding need to make our neighbourhoods safer and healthier for residents and active travellers into the city, to the local schools and nurseries, and to other much used amenities.

We are extremely keen to get into in the Liveable Neighbourhood programme as soon as possible, and so, for our own education, can we please see the detail of the assessment of the Walcot bid to understand what the project team's misgivings were over complexity and challenge so that we, and our colleagues, can start to address those now.

Finally, may we offer Godspeed for those areas, fortunate enough to be included in phase 1, and for an early start to phase 2.

Jeremy

Jeremy Labram, Chair, Camden Residents' Association