

D. SUSTAINABLE TRANSPORT

POLICY 7: Sustainable Transport

In order to encourage the safe movement of traffic on roads in the Area, and to promote a reduction in car use, development will be supported which includes the appropriate provision of:

- i. Car-free or car-capped developments.
- ii. Car club spaces.
- iii. Charging points and dedicated parking spaces for electric cars.
- iv. Contributions to safer road layouts, traffic calming, and the removal of rat-runs.
- v. Proposals which will result in a reduction in air pollution caused by vehicle emissions.
- vi. The appropriate provision of loading bays for commercial use that requires regular deliveries.

D9. As a busy urban area, a number of **roads** in the Area suffer from congestion, particularly the main routes through the Area: West End Lane, Fortune Green Road and Mill Lane. There are particular problems on the part of West End Lane around the railway stations, where the existing layout is not meeting the needs of vehicles or pedestrians. There are also concerns about speeding on some quieter roads and some routes being used as rat runs. Camden Council has introduced a borough-wide 20mph speed limit, which this Plan supports along with other road safety measures. The CSS (11.21) says “the demand for movement, deliveries and car parking on Camden’s roads already exceeds the space available, meaning that effective management of Camden’s road network is essential. The Council will seek to ensure that new development does not cause harm to Camden’s road hierarchy, or to the ability of the Council to manage the road network” and that (11.25) “the Council will also seek to ensure that the impact of construction traffic and the servicing of future developments are kept to a minimum”. Camden Council policy is for a reduction in car use and many developments in the area - especially those close to public transport links - are classed as ‘car free’ (this is a legal requirement on properties which prevents occupiers receiving a residents permit, which would allow people to park in the area). Census figures for 2011 show that 57% of households in the Area do not have access to a car or van (a 7% increase since 2001).

D10. The CCS (16.14) states that Camden suffers from poor **air quality** and that “the Council has declared the whole borough an Air Quality Management Area for failing to meet the government’s health based air quality objectives for nitrogen dioxide and particulate matter”. In order to reduce the emissions from vehicles in the Area, car reduction measures – such as car free developments, parking spaces for car club vehicles and charging points for electric cars – are strongly supported.

D11. There are a range of views on street **parking**, which this Plan does not attempt to address. Some businesses and residents have called for more short-term parking in retail areas and neighbourhood centres. Camden Council should bring forward proposals for such provision and consult with residents and businesses about how to take these plans forward. There is widespread concern about the parking of delivery lorries - particularly those servicing the small supermarkets on West End Lane - which block the road and cause congestion. Such premises should ideally be allocated parking space away from main routes.

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D12. Facilities for buses: the Area is well provided by a number of bus routes, however a number of issues need to be addressed. Empty buses travelling between West End Green and Cricklewood bus garage should not use Mill Lane, as this route is not suitable for large double-decker buses. The layout of bus stops around the West Hampstead railway stations needs to be redesigned to reduce congestion and allow more space for passengers and pedestrians. It is likely that additional bus routes, and greater frequency of existing services, will be needed to accommodate the Area's growing population - particularly the rising population of the Growth Area and its car free developments.

RECOMMENDATION F: in support of Policy 7 the following actions are recommended.

- i. A study to consider improvements to West End Lane around the three West Hampstead stations - including the possibility of widening the bridges over the railway lines, to give more space to pedestrians and cyclists.
- ii. The introduction of a lane rental scheme for road works in the Area.
- iii. The introduction of measures, including tough penalties, to prevent delivery lorries obstructing main roads in the Area.
- iv. Measures to monitor the air quality of the Area - particularly on West End Lane - and to publicly publish this information.