

**LONDON BOROUGH OF CAMDEN**  
**COUNCIL MEETING – 2<sup>ND</sup> MARCH 2026**  
**AMENDMENTS TO MOTIONS**

**Amendment to motion 1, proposed by Councillor Camron Aref-Adib and seconded by Councillor Matt Cooper**

This Council notes:

~~That since last year and following the Conservative motion at the 2025 budget meeting calling for the reduction in dependency on agency staff, the figures on this expense within the corporate performance report show that this element of staffing has stubbornly remained within an insignificant rounding margin. That agency spend is forecast to be 12% lower in 2025/26, than the previous year, along with an overall reduction in agency placements. This notwithstanding reflects the commitment made in the Labour amendment to the Conservative a~~ motion which read:

*The Council resolves to make greater efforts to drive down additional costs of staffing by reducing the reliance on agency hiring. By more use of existing technology, the Council also commits to making efficiency savings where permissible and enhancing staff productivity and development.*

This Council also notes:

That the overall staff levels have risen slightly ~~despite the promise of efficiency savings delivering greater productivity. This all adds to the pressure for Council Tax to rise and is not sustainable in the current financial climate.~~ but staffing levels regularly change and this is not a sign of decreasing productivity or value for money. Indeed, some of the increase in overall permanent staff levels is driven by our push to reduce levels of agency staffing by shifting agency staff, where appropriate, to permanent council contracts which are more cost effective for the Council.

The Council therefore resolves:

~~To make good on the previous commitments, reduce the levels of agency staff and reduce overall staff numbers.~~ To commit to making efficiency savings where possible and enhancing staff productivity and development.

**The amended motion therefore reads:**

This Council notes:

That agency spend is forecast to be 12% lower in 2025/26, than the previous year, along with an overall reduction in agency placements. This reflects the commitment made in a motion which read:

*The Council resolves to make greater efforts to drive down additional costs of staffing by reducing the reliance on agency hiring. By more use of existing technology, the Council also commits to making efficiency savings where permissible and enhancing staff productivity and development.*

This Council also notes:

That the overall staff levels have risen slightly but staffing levels regularly change and this is not a sign of decreasing productivity or value for money. Indeed, some of the increase in overall permanent staff levels is driven by our push to reduce levels of agency staffing by shifting agency staff, where appropriate, to permanent council contracts which are more cost effective for the Council.

The Council therefore resolves:

To commit to making efficiency savings where possible and enhancing staff productivity and development.

### **Amendment to motion 3, proposed by Councillor Tommy Gale and seconded by Councillor Liam Martin-Lane**

This council has committed to being an inclusive, Age-friendly, Disabled-friendly Borough. **The Council:**

- ~~It~~ notes the importance of ensuring the safety of all road users, ~~in particular cyclists including people who cycle or who would cycle if protected infrastructure was available, to encourage active travel;~~
- notes the importance of providing protected cycling space for disabled and older people who wish to cycle.
- notes ~~however~~ pedestrians and cyclists should ideally not share space, for the safety of both, ~~but that there are occasions where pedestrians cross over cycle lanes or carriageway used by cars.~~
- ~~It further notes the danger and alarm caused by Shared Use Bus Boarders (SUBBs) to vulnerable bus users, as evidenced by the fact that there are~~ welcomes the announcements made within the bus, on arrival at these SUBBs bus stops.
- notes that ~~t~~he government has requested all local authorities to pause the installation of new SUBBs, which the council has agreed to, ~~and transport projects in development have taken out SUBBs from their plans (although no new SUBBs were planned in Camden).~~
- has met NFB and other disability groups and will continue to work with charities representing disabled users and Transport for London to ensure a fair and balanced public transport system.
- welcomes the fact that the council is working closely in partnership with Moorfields to bring forward plans to help blind and visually impaired people get around safely close to the development.
- ~~The National Federation of the Blind in the UK has stated that existing SUBBs pose an immediate danger for blind and partially sighted people in particular~~

~~around the location of the new Moorfields (at St Pancras) and in various other locations in Camden.~~

- ~~— SUBBs have the potential to undermine the freedom of vulnerable people in using our public transport system.~~
- ~~notes that We recognise that, while better than a SUBB, the Floating Island Bus Stops were also recently reviewed at a national level and remain in the new guidance and are supported by Active Travel England and the Department for Transport. design is still a cause of concern for vulnerable bus passengers and a Design solutions for floating bus stops are constantly under review with improvements made—needs to be found.~~
- recognises that research regularly confirms that a lack of protected cycle infrastructure is an important factor discouraging older people from feeling safe to cycle, but also disabled people, women, younger people and children and people from ethnic minority groups. It notes that giving people who feel more vulnerable space separate from buses, which are large and intimidating vehicles, is part of ensuring everybody feels able to cycle regardless of their background.

This council calls on:

The Cabinet Member for a Sustainable Camden

1. To ~~retain the pause on installing SUBBs and commit follow the recently published guidance by Active Travel England on to removing all SUBBs and floating bus stops at the earliest opportunity and publish now a timetable for doing so;~~
2. To ~~press work with~~ Transport for London, and the Department of Transport ~~to on the work they are doing on find better~~ design solutions for ~~addressing~~ cycle lanes around bus stops;
3. To ~~continue to~~ work with Blind and Disabled charities to improve the travel experience on our public transport network for all passengers ~~as well as the experience of using walking and cycling infrastructure on Camden's pavements and roads—and including charities such as Wheels for Wellbeing, who advocate for better infrastructure for disabled people who cycle (or wish to cycle) and have also published their thinking on SUBBs and floating bus stops.~~

**The amended motion therefore reads:**

This council has committed to being an inclusive, Age-friendly, Disabled-friendly Borough. The Council:

- notes the importance of ensuring the safety of all road users, including people who cycle or who would cycle if protected infrastructure was available.
- notes the importance of providing protected cycling space for disabled and older people who wish to cycle.
- notes pedestrians and cyclists should ideally not share space, for the safety of both, but that there are occasions where pedestrians cross over cycle lanes or carriageway used by cars.
- welcomes the announcements made within the bus, on arrival at these SUBBs.

- notes that the government has requested all local authorities to pause the installation of new SUBBs, which the council has agreed to.
- has met NFB and other disability groups and will continue to work with charities representing disabled users and Transport for London to ensure a fair and balanced public transport system.
- welcomes the fact that the council is working closely in partnership with Moorfields to bring forward plans to help blind and visually impaired people get around safely close to the development.
- notes that floating bus stops were also recently reviewed at a national level and remain in the new guidance and are supported by Active Travel England and the Department for Transport. Design solutions for floating bus stops are constantly under review with improvements made.
- recognises that research regularly confirms that a lack of protected cycle infrastructure is an important factor discouraging older people from feeling safe to cycle, but also disabled people, women, younger people and children and people from ethnic minority groups. It notes that giving people who feel more vulnerable space separate from buses, which are large and intimidating vehicles, is part of ensuring everybody feels able to cycle regardless of their background.

This council calls on:

The Cabinet Member for a Sustainable Camden

1. To retain the pause on installing SUBBs and follow the recently published guidance by Active Travel England on SUBBs and floating bus stops;
2. To work with Transport for London, and the Department of Transport on the work they are doing on design solutions for cycle lanes around bus stops;
3. To continue to work with Blind and Disabled charities to improve the travel experience on our public transport network for all passengers as well as the experience of using walking and cycling infrastructure on Camden's pavements and roads—and including charities such as Wheels for Wellbeing, who advocate for better infrastructure for disabled people who cycle (or wish to cycle) and have also published their thinking on SUBBs and floating bus stops.

**ENDS**