

To: Steve Hands

## **EVCP consultation Nov 2019:**

This response to the fourteen consultations on EVCP installations is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. We represent the interests of cyclists living or working in Camden and aim to expand the opportunities for all to cycle safely in the borough.

In considering proposals for new EVCP installations, Camden Cycling Campaign takes the following points into consideration:

- The provision of EVCPs should be limited to essential users with a view to reducing road traffic and car ownership.
- Off-street locations are preferred but where off-street locations are unavailable and EVCPs are considered essential, they should be installed on the carriageway in well-designed build outs using existing parking space. They should not hinder the development of cycle routes.
- We will reject an EVCP installation on any main road that is on Camden's Proposed Cycle Network unless it is part of a cycle scheme with parking and EVCPs outside the cycle lane.
  - Or on any other main road such as a High Street where cycle access is important.
  - Or on any one-way street that may need a contraflow cycle lane although it may be acceptable on the with-flow side.
- On residential roads with car parking, the charge point and, if possible, the feeder pillar must be on an island in the road
  - But must be well away from junctions and crossings
- The footway is the last resort and there should be a clearance of 2.5m between obstructions (London Living Streets).

The 14 proposals and our comments are listed in a table on page 2. To summarise:

We note that all proposed installations use existing parking space and that all the new ones (nos 1-10) have the charge point on an island in the road.

However, we object strongly to the proposal to install (or expand) EVCPs at the following locations, both of which are roads where cycle infrastructure is needed:

- 35 Brecknock Road is on a one-way shopping street – a possible alternative is Hargrave Place.
- 143 Haverstock Hill is on a Primary proposed route on Borough-wide cycle network

In addition, we are against the expansion of the EVCP at the following location on the grounds that pedestrian comfort which is already poor will be far below a reasonable level.

- St. Marys Nursery School West End Lane

Regarding the remaining eleven proposed sites:

- Nos 1 and 3-10 are new installations. For these we would like Camden to consider putting the feeder pillar on the island in the road.
- Nos 13 and 14 are extensions of existing installations with the charge points on the footway.

Please acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments. Our contact details are below.

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	Address		Position of charge point	Comments
1	39 Camden Park Road in South Villas	Single	Island on road, replaces parking*	
2	35 Brecknock Road	Single	Island on road, replaces parking*	<b>Object:</b> main road, one way, shopping street†
3	Opposite Camden School for Girls Sandall Rd	Double	Island on road, replaces parking*	
4	Side of Pets at Home in Rochester Road	Double	Island on road, replaces parking*	
5	Ryland House Ryland Road	Single	Island on road, replaces parking*	
6	65 Charrington Street	Double	Island on road, replaces parking*	
7	Side of 54 Fortune Green Road in Burrard Road	Single	Island on road, replaces parking*	
8	The Old School Princeton Street	Double	Island on road, replaces parking*	
9	Hurst Close on Broadhurst Gardens	Single	Island on road, replaces parking*	
10	Side of 48 Grafton Road in Inkerman Road	Double	Island on road, replaces parking*	
11	St. Marys Nursery School West End Lane	Expand to Double	Increase 1 to 2 charge points on footway <a href="https://goo.gl/maps/gZcYZh8F9qt9Cg7w6">https://goo.gl/maps/gZcYZh8F9qt9Cg7w6</a>	<b>Object:</b> very narrow footway
12	143 Haverstock Hill	Expand to Double	Increase 1 to 2 charge point on footway <a href="https://goo.gl/maps/E3Vtu1Z4saxmSgBUA">https://goo.gl/maps/E3Vtu1Z4saxmSgBUA</a>	<b>Object:</b> main road. Primary proposed route on Borough-wide cycle network†
13	40 Charlotte Street	Expand to Double	Increase 1 to 2 charge points on footway <a href="https://goo.gl/maps/euQKYsJvh9sT1AE1A">https://goo.gl/maps/euQKYsJvh9sT1AE1A</a>	The existing installation contributes to street clutter
14	2 John Street	Expand to Double	Increase 1 to 2 charge point on footways <a href="https://goo.gl/maps/ApevwM94DbXA4o6j8">https://goo.gl/maps/ApevwM94DbXA4o6j8</a>	The existing installation is fairly neat

\* The feeder pillar is positioned at the rear of the footway – why not on the island

† Should leave space for future cycle infrastructure