

To: Brenda Busingye

EVCP consultation Jan 2020:

This response to the seven 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 these 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 should 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 (we support London Living Streets policy for pedestrian comfort).

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

We note that all proposed installations except nos 4 and 5 use existing parking space and that all but no 5 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:

- Fortress Road, north of Ravelly Street – this road will need cycle tracks; we suggest using a side road
- Rosslyn Hill is on a Primary proposed route on Camden's Borough-wide cycle network; we suggest using a side road

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	Albany Street beside ex church	Single taxi EV	Island on road, replaces taxi parking	
2	Bartholomew Road by 121	Single	Island on road, replaces parking	
3	Camley Street	single	Island on road, replaces parking	
4	Fortess Road, north of Ravelly	single	Island on road,	Object Primary proposed route on Borough-wide cycle network. †
5	Freight Lane	3 (one taxi)	On footway.	
6	Frideswide Place by KT station	single	Island on road, replaces parking	
7	Rosslyn Hill near Belsize Lane	Double taxis	Island on road, replaces taxi parking	Object this road will need cycle tracks - should be on network. use side road. †

† Should leave space for future cycle infrastructure