

To: Brenda Busingye

Parking and Healthy Streets Consultation in CA-G, Somers Town, Controlled Parking Zone

This response to Camden Council's consultation concerning Parking and Healthy Streets in the CA-G Zone 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. We have discussed this consultation by email.

Hours of operation

There is a shortage of residents' parking in CA-G: 2515 permits to 1496 parking spaces - a ratio of 1.68 vehicles per space.

Increasing the hours of control would make it easier for a resident or visitor with a permit to find a space but make it harder for visitors without permits to find spaces. We therefore support increasing the hours of control, particularly at weekends. It is undesirable for all sorts of people to drive into the CA-G CPZ and park their cars (avoiding the C-Charge and ULEZ) and then walking across Euston Road.

Additional double yellow lines at all junctions

We are strongly in support of painting double yellow lines at all junctions. The clearer view will not only help pedestrians to cross the road but also make it safer for cyclists who will see and be seen by other road users.

Bikehangars

In the current climate crisis, it is really important that more people should use bicycles as an alternative to motor transport. However, everyone needs a safe place to store their bicycle. The CA-G area is one where most residents will be unable to store their bicycles inside their home. Therefore the increase of the Bikehangar provision in this area is very important

Electric vehicle charge points (EVCPs)

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).

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

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