

Camden Cycling Campaign

22nd October 2025

To: safetravel@camden.gov.uk

Parking and Healthy Streets Consultation for zone CA-D (Kings Cross)

This response to Camden Council's consultation on Parking and Healthy Streets in the CA-D zone is from Camden Cycling Campaign, the local borough group of the London Cycling Campaign. We represent the interests of cyclists living or working in or travelling through Camden and aim to expand the opportunities for all to cycle safely in the borough.

Hours of operation of CPZs

We strongly support increasing the hours of control, particularly at evenings and weekends, including 24 hour restrictions where appropriate. This will have the effect of deterring non-residents from driving into the CPZ and parking their cars and then using public transport, private hire vehicles or walking into Central London; this behaviour increases the number of journeys into Camden from outside the borough, especially at evening and weekends, impacting all areas, not just those subject to these consultations, and should be strongly discouraged.

So in CA-D we would support increasing the hours of control for all parking to include evenings and be applied 7 days per week, or, preferably, 24/7. Hours in adjacent zones should be standardised to avoid confusion and to stop motorists driving around looking for zones with fewer restrictions.

Bikehangars

In the current climate crisis, it is really important that more people should use cycles as one alternative to motor transport. However, everyone needs a safe storage place. The CA-D area has many homes where residents lack private storage and are unable to store cycles indoors. Therefore the increase of the Bikehangar provision in this area is very important and we support this. Locations should be chosen based on demand and available space.

Dockless e-bike/e-scooter parking

We support provision of on-carriageway parking for dockless e-bikes and e-scooters and the expansion of dockless parking bays where demand is high.

Electric vehicle charge points (EVCPs)

We do not believe that Electric Vehicles should be seen as a general replacement for ICE vehicles as a means of personal transport. In considering proposals for new EVCP installations, Camden Cycling Campaign has the following policy:

- 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 spaces. They should not hinder the development of cycle routes. We oppose EVCP installations on any 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).

Car Clubs

If there is demand, we support the provision of car clubs to encourage people not to have private cars. But the vehicles should be electric.

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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