

# **PROPOSED ELECTRIC VEHICLE CHARGING POINT PARKING SPACES IN DE FREVILLE AVENUE AND RIVERSIDE AREAS, CAMBRIDGE**

## **WRITTEN REPRESENTATIONS RECEIVED**

### **From Addresses in De Freville Avenue Area (7)**

#### **OBJECTIONS (4)**

Please don't put electric chargers for cars on the pavements, thereby obstructing the part of the roadway that is for pedestrian use. Put electric chargers for cars in the carriageway, for example between parking spaces, in the part of the roadway for car use. In particular, please don't put them along the river bank on Riverside, which is a splendid pedestrian route, much used; put them on the side of the road where cars park.

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I am writing to object to the proposed traffic regulation order PR0732, concerning the installation of electric car charging infrastructure alongside certain parking spaces on various streets in the Chesterton area.

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When I saw the original TRO I had not realised that the charging points might be installed into pavements. That seems to me to be an extremely undesirable situation, since they create an obstruction for pedestrians. This is particularly a problem for pedestrians who are disabled in any way, or who have prams or small children on tricycles or scooters.

If the charging points are installed in the road way, then I have no objection to them in the roads around my house, namely the de Freville area. The situation in Riverside seems more complex. There is already very little space for pedestrians in some parts of Riverside, and it would seem a very bad idea to place any more infrastructure there at all.

I would urge you to reconsider the plans and ensure that all charging points are installed in the road way.

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I object to the installation of electric charging points if the charging unit is placed on the pavement as opposed to the carriageway.

In the case of the Riverside installation, I think it inappropriate to install electric charging points under any circumstances, given the level of pedestrian and cyclist use of this route. Car parking should be removed from Riverside completely.

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#### **SUPPORT (1)**

I really support having electric car charging bays in our area and I did receive the leaflet through our door. From memory, the proposed charging points are 7kW and a couple of 11kW I believe? I would comment that having researched electric vehicles and charging times, that to fully charge an electric vehicle would take much much longer than 1 hour, so it makes very little sense to impose a 1 hour time restriction on the charging bays as they will be of no use to residents wishing to fully charge their vehicle. An 11kW AC charging point would take 8hours 15 minutes to fully charge a 82.0 kWh battery (pretty standard size for an electric car). So I am concerned to read about the proposed 1 hour time restriction on these bays, which would render the charging points virtually useless

for residents who do not have access to another means of charging electric vehicles (unless as currently happens, we trail cables across pavements).

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## **NEITHER OBJECTION OR UNQUALIFIED SUPPORT (2)**

I am writing to provide comment on Proposed TRO PR0732 - De Freville Avenue and Riverside areas, Cambridge.

I am a resident in Montague Road and generally support the installation of charging points in the proposed areas.

I would, however, urge that the charging points are not erected on the footpaths which are generally rather narrow, but on the carriageway using suitable buildouts.

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Although I support the plan to introduce electric charging points this should not be at the loss of residents parking slots. In the de Freville Estate there is a shortage of residents slots and an excess of pay and display bays. The pay and display bays are rarely used. If your plan goes through then I would ask that some of the pay and display bays are converted to residents parking. As I am sure you are aware the parking in the de Freville area is also used by residents from Chesterton Road, where there is no on street parking. So parking is already at a premium. The loss of a number of resident parking areas will further exacerbate an existing issue in de Freville Estate. It would be a shame if this forces more resident to go down the route of converting front gardens into parking areas and impact on both biodiversity and the character of the conservation area.

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# **From Addresses in Riverside Area (11)**

## **OBJECTIONS (5)**

I wish to submit the following comments in relation to the TRO ref. PR0732: EV charging points in Riverside and De Freville Areas.

I have raised a number of queries and concerns about the installation of charging bays in Riverside, most of which have been channelled through my local Residents Association and local councillors. Despite responses from the council, my key concerns remain unresolved. I therefore do not support this scheme as currently proposed, for the following reasons:

1. Excessive quantity of EV chargers in the Riverside Area will make it a magnet for non-residential traffic
  2. Loss of much used Residents-permitted bays
  3. Lack of any information and proper consultation on this scheme
1. The number of charging bays proposed in the Riverside Area – 17 in total – will inevitably lead to an increase in non-residential EV traffic as a result of our proximity to the city centre and the high concentration of charge points in one area (couple with the very low number of charging bays across the city more generally). With no restrictions on who can use these bays, this will almost certainly draw commuters, shoppers and guests of the nearby hotels alike to the area, who can benefit from extremely low-cost, unrestricted all-day parking. The scheme is aimed at residents use, but the council have rejected the suggestion of restricting their use to residents only.

We object to the concentration of 7 charging bays being placed around the cellarers chequer, a historic building, which would result in vehicles needing to travel along Beche Road to access. Riverside is a low-traffic neighbourhood and populated by families with young children. If this scheme is designed for residents, the charging points should be at least spread out so that every road has a charging point, rather than congregating 40% of the total scheme in one place, which will require traffic to pass through narrow and quiet residential roads to access.

2. The loss of 6 resident permitted bays will lead to a shortage in the immediate term where parking is already highly restricted. The bays being repurposed are in constant use by local residents. It is most disappointing that all 6 resident-permit bays being lost are all located on Beche Road, with a cluster around the cellarers chequer which will make parking for nearby residents extremely difficult. The council should at least look to reallocate some of the underused Pay & Display spaces nearby to permitted use to offset the reduction in residents parking provision.

Combining points 1 and 2 together, we are very concerned that much-used residential parking is being taken away in favour of publicly accessible charging bays, which will encourage non-local vehicles to the area causing additional traffic and restricting parking provision for actual residents.

3. The lack of information and proper consultation throughout this scheme has been most disappointing. The vision to install EV charge points in a residential area should, in principle, garner universal support, but the process has been handled very poorly. It seems to me that little time has been spent undertaking proper research on what the actual demand would be for charging points from local residents, for example by carrying out a neighbourhood survey, which would justify the number and locations of bays to be installed. The responses to queries I've seen has shown the council is making a lot of assumptions in the use and operation of the scheme, without providing any evidence-based reasoning. Having raised the concern of encouraging non-local traffic to the area, the response given was that it was not anticipated the scheme would attract outside traffic, without giving any evidence to support this view. The opinion of many I've spoken to is the exact opposite – that without restricting use of the bays to residents, it is most

probable that non-local traffic would be drawn to parking in the area as the spaces provide all-day low cost parking within walking distance of the city centre. The council have suggested they can monitor the use of the bays to ensure they are being used by residents, but I would seriously question how they intend to do this, both in terms of allocating parking enforcement resources to monitoring as well as being able to identify which cars are resident and which are not.

Information on this scheme has been extremely limited. Without the involvement of the local residents association and local councillors, many of the residents in Riverside wouldn't have known the consultation was even taking place. An initial letter received in October outlined the intention to install charging bays and then no follow up was received, even by those of us whose properties adjoin the planned bays. Our local councillors had to seek an extension to the consultation period in order to be able to notify residents of the TRO and obtain basic information on the scheme that should have been provided at the outset.

I would suggest that the council re-examine this scheme, undertake proper local resident engagement (by using the local councillors and Residents Association to assist in communications) in order to be able to provide more accurate forecasts of local demand for EVs and thereby plan the required charging network around this, including reassessing the locations of charge points so they are located in areas that local residents on all roads would access. These bays should then be restricted for residents use only, by requiring users to display a residents parking permit. This would resolve my concerns over the likely increase of non-local traffic in the area.

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Whilst fully endorsing the RARA submission submitted earlier, there are several points I wanted to particularly highlight:

- It is unfortunate that there was not a single co-ordinated and fully informed consultation programme, rather than the several incremental and incomplete exercises; and there should have been a drop-in focal point exhibition at the Cellarers Chequer, or River lane centre, to provide visuals, conservation report assessment, tech assessments, options, hard copy/digital/in person info and feedback etc as well as presenting the local scheme in the wider context of policy on EV charging in Cambridge and joined up thinking on modal shift.... Maybe some lessons here for the future.
- I still haven't seen any detail on why on conservation grounds its acceptable to install 7 charging points around the grade 2 listed Cellarers Chequer in the conservation area and what if any alternatives were assessed.... In any event it seems common sense to switch some or all of these to the opposite side of Beche Road along the stretch with no residential accesses on-street and currently zoned for a substantially unused pay and display (space for 9 to 10 bays) and a rather faded 'doctors' parking (2 to 3 bays) which has been redundant for some time. Alternatively, this P&D and doctors parking could be switched to resident parking to reprovide for loss of current CPZ bays to EV charging on Beche Road.... It should be noted that our survey work reveals that occupancy levels of CPZ bays on Beche Road is at the higher end of all the streets in the area of Riverside and along with Godesdone Road is frequently close to or at capacity.
- On the Riverside, any proposals to install EV charging should not only have regard to the sustainability of the promenade as a cycle and walking route but might also be integrated on cost effective and long term planning grounds with infrastructure to power current and potential service points for moorings to provide both a facility/encouragement for electric powered river craft and a means for moored boats to switch to electricity rather than generators or use of burners for heat, cooking, and hot water.

Finally, thank you for extending the time period for residents to comment.

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Seems like a good idea BUT I OBJECT to \*any\* siting of charging infrastructure on pavements. The indicative photomontage [attached] seems to show that you're proposing doing just that. There's not enough details in the PRO's drawings (pr0732-public-notice.pdf) to determine that this is definitely your intention, but I suspect it is.

Time and again local authorities across the country have made this same mistake as they roll out on-street charging points (we need them!).

Any siting of infrastructure to support charging must always take away road space, not pavement-people space.

I don't care how "unobtrusive" the charging points are. Or if they are black ("based on Conservation Officer advice"). But please site them in suitably-protected road space. Do not place them on the pavements. At all. Ever.

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I am emailing to give you our comments on the Electric Vehicle Charging TRO proposals for Riverside Area. I understand that the formal deadline for comments was 31 January, and I apologise that ours are arriving late, due to pressure of work earlier this week. We hope you can still take them into account.

My husband and I live at xx Riverside and expect that our next vehicle will be electric, so these proposals are of interest to us personally. We have no driveway or garage, so nowhere to park except the street, so we both agree that residents in our situation need ways to charge electric vehicles.

However, we are not enthusiastic about the proposals in TRO PRO732 for several reasons.

**1. We oppose putting new charging points on the Riverside riverfront, as these will draw cars onto a crowded walking and cycling route.**

Riverside is a very busy route for walkers, joggers and cyclists, particularly at weekends, and it has grown in popularity even more during the pandemic. Very few cars or vans travel along Riverside since it is not a route to anywhere, only residents and visitors, so vehicles are hugely outnumbered by the hundreds of walkers and cyclists that come along it each day.

Most walkers walk along the riverfront to enjoy the views, and most of them walk in the road, particularly groups of more than two or people pushing buggies, because the pavement by the riverfront is narrow or non-existent (apart from the improved section between Priory Road and Elizabeth Way Bridge). While there are some pay & display bays along the riverfront, they are hardly ever occupied and do not create vehicle movements, so the riverfront feels like a safe, unobstructed and enjoyable place to walk.

We think it would be wrong to deliberately draw cars onto a busy walking and cycling route like Riverside. Even if the only people using the charging bays are residents, it will still mean new movements onto the riverfront side of Riverside where the walkers are. Walkers will have to dodge cars trying to pull into or pull out of bays, or detour further into the road to get past cars parked in the bays to charge.

We also understand that Cambridge City Council has a vision to improve the whole length of Riverside so that there is a safe and pleasant route for walkers all the way to Stourbridge Common, even after the wide pavement ends at Priory Road.

For both these reasons, we think it would be best not to have either pay and display or charging bays along the riverfront, since they both draw cars onto Riverside unnecessarily. While the pay and display bays on the riverfront are rarely used at the moment, this may change when a new EasyHotel opens on Godesdone Road, as hotel guests are very likely to displace residents from spaces closer to the hotel.

**2. We oppose losing resident parking spaces, since there are not enough spaces as it is**

Parking in or near Riverside is a nightmare. The houses are roughly one car space wide, but resident bays are very limited and not every house has a space, so resident parking is often full. My husband -- a disabled Blue Badge holder -- is often forced to drive around looking for a resident space (he has not asked for a dedicated parking space because he doesn't want to further reduce the stock of spaces for others).

We are all worried that the situation will become even worse when the EasyHotel opens on Godesdone Road, as they can park in resident areas for free from 5pm to 9am.

We do not think residents should lose any spaces in Beche Road or any other road in Riverside when it is so hard to find resident parking already, day or night.

We also think that the amount of pay and display in Riverside needs to be reduced, since there is a lot of it and it is nearly all empty most of the time.

### **3. We would like to see other approaches considered.**

The plan in this TRO is to squeeze 17 charging bays into Riverside by taking away on-street parking, either from residents or from pay and display. We think more of the 17 bays should be installed in areas that not currently used for on-street parking, such as Abbey Road car park, and/or under the Elizabeth Way Bridge, and/or in Walnut Tree Avenue.

We also think that more creative approaches are needed for people without driveways, which allow residents to charge up from their houses. We are told that another 3 bays will be installed in Abbey Road car park. But even 20 bays won't be nearly enough if all residents in the area buy electric vehicles in the future.

Other local authorities are trialling a range of approaches such as covered cable gulleys for cables in the pavement, overhead charging and wireless charging (see for example this article <https://electricbrighton.com/faqs/how-do-people-with-no-driveway-charge-their-electric-cars>). We hope Cambridgeshire Highways will be willing to look at these.

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I am writing to object in the strongest possible terms to your proposal to install parking places for electric vehicles with charging points alongside in the roads you have stated.

I have a parking permit for Riverside and there is frequently nowhere to park **at the present time**, let alone putting in more parking places. The roads where I live are totally overcrowded and I am often unable to exit from Riverside to Newmarket Road due to traffic coming in the opposite direction and parked cars on both sides of the road. Another hotel is being built at the top of Godesdone Road that will add further to the congestion.

Please cease from this madness unless you want these roads to be completely gridlocked.

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### **SUPPORT (1)**

Writing in response to the above order for the installation of ev charging facilities in the Riverside area of Cambridge.

I am a resident in Saxon Road. The information that ev chargers are to be installed persuaded me to buy an ev which I currently charge at Tesco. The facilities in Riverside will be a great asset.

I understand that some concerns have been raised about location a parking restrictions.

For the fast chargers a time limit makes good sense. 90 minutes is common for these or sometimes 2 hours. This seems reasonable.

Regarding the 7kW chargers I understand that these are not going to be limited to residents or time limited. At the moment this may seem reasonable but it seems to me that this situation won't last long. Time limiting seems

inappropriate as such chargers are often used overnight. Perhaps daytime charging could be limited to say 4 hours. It does seem that these could be used by tourists or others and not time limiting them would make this more likely. Limiting the slow chargers to those with a residents parking permit would, however, make more sense at least on some chargers. With limited facilities in town it seems that there is a possibility that these chargers could be taken up by non residents all day and that would inconvenience residents for whom parking is already tight.

I fully support the installations and hope that you are able to work with residents to make these work as well as possible for the community.

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## NEITHER OBJECTION NOR UNQUALIFIED SUPPORT (5)

Points arising from the order:

1. The letter of 5<sup>th</sup> October states that the charge point *"locations were identified considering footway width; avoidance of the immediate frontage of properties; and location of other street furniture"*  
From the original letter to the current proposals there is now an additional 2 spaces at Beche Road North including the **immediate frontage** of 9 Beche Road (my residence). *How can you justify this decision to contravene your own guidance?* These spaces are also in front of the tourist information sign for the Cellarers Chequer, the ramp for access to the bench/paved area, this should be taken into consideration as **other street furniture**.
2. Without any restrictions to non-permit EV charging spaces will be used as parking for workers, hotel residents and shoppers. At present restrictions for pay and display to 4 hours maximum stay mean that these spaces are empty from Monday to Saturday. *What provision has been made to make sure that EV owners do not use the charge point areas for cheap long stay parking?* The cost of hourly charge rate with a bp subscription is cheaper than the park and ride service, *how does this align to the council policy on reducing traffic to the city centre and encouraging use of public transportation?*
3. A large cluster of 7 spaces on the Beche road/Riverside corner will lead to increased traffic and a known EV hotspot. Turning left from Riverside to Beche Road is a partially blind corner. The part of Beche road can only fit 1 vehicle so this will increase the number of cars having to stop and give way and reverse round corners. The Cellarers chequer and the grass area surrounding is used by children, dog walkers, tourists, and community groups. (the only green area in Riverside). *How can the council justify surrounding a conservation / recreation area with EV spaces for use for the 'wider community'?*
4. *Can the council explain the inconsistency between charging point use in council car parks and proposed residential areas? Why would you put restrictions on EV charging for non-residents at Grafton East car park for example but not in the Riverside area?*
5. There is a 10 space pay and display bay opposite the Beche North area which is empty for 6 days a week. (This can be confirmed by any of your civil enforcement officers.) *Was the option to convert some of this area explored?* In your letter you state about footway width but bp offer charge points within spaces/on street (see below) *were these options explored?* Especially given that most Cambridge footpaths will be narrow and inconsistent. If EV points are not possible *will the Council consider changing this to resident parking only?*

### Charging on the go

Access the UK's largest public charging network, bp pulse, with over 7,000 EV charging points across the country. You'll get an access card and 24/7 365 support – all for just £7.85 (incl. VAT) a month.

[Get started](#)



6. *What evidence has been gathered on demand from residents and the supply that you are proposing, shouldn't this be progressive rather than punitive? The incentive to switch is a cheaper and cleaner vehicle, not the fact that the council has taken spaces away from residents*
7. *Can you define the 'Wider community' as referenced and are Riverside residents having to sacrifice parking spaces to make up for lack of infrastructure in other communities such as South Cambs?*

I am not opposed to the installation of EV charging points, and I believe that there is a need for both existing residents and as an incentive for future purchase, however this is our community and neighbourhood and there should have been a more in-depth consultation about the requirements and logistics of the EV charging solutions going forward.

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I have the following comments, issues and concerns:

1. The Riverside area is already short of residents' parking bays and the pressure on parking will be exacerbated by the City Council's decision to approve the Easy Hotel project – which will have no parking provision of its own. You are proposing to take away 6 Resident Parking bays, thus aggravating an already serious issue.
2. The following should be considered, therefore, to eliminate the need to reduce the number of Residents' bays:
  - a. It has been noted that the P&D bays in the area are under utilised, therefore more of these should be used for EV charging points.
  - b. There are several (8?) Doctors bays along Beche Road and around the corner into Abbey Road; these are never fully utilised and, after consultation with The Surgery, the number could easily be reduced and converted for EV use
3. To reduce the Easy Hotel problem, Residents' only parking in the area should be extended to, say, 10pm.
4. If you persist in taking away 6 Resident Parking bays, then those re-assigned as EV charging points should also be designated as being for Residents use only.
5. Who is going to ensure that the EV charging points are not illegally used overnight as parking bays?
6. Use of the EV charging points must be available to anybody eligible and not restricted to those with smart phones; i.e. the charging points must allow for cash / card payments too.



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To encourage the use of electric cars it will be necessary to have as many charging points as possible.

We really wanted to purchase an electric car but were put off as the only means of charging is to trail a lead across the pavement...which we doubt would be permissible. Whereas in Bristol for instance, I believe, that the council are accepting the liability to encourage the use of electric vehicles. Due to the local architecture it is impossible to have off-street charging. I mentioned this to someone canvassing for the Green party some time ago and they said it would be possible to have wires under the pavements to a kerb side charging point outside the properties.....(but we aren't guaranteed a parking space at the best of times). This option would be much more practical.

It does seem onerous to use up valuable resident parking spaces for the use of charging from the general public, when there is a shortage of these spaces. We noted that this morning all the resident's spaces outside the Cellarer's Chequer were being used, where some charging points are proposed.

If the charging points are to be installed in the resident's parking spaces would they be restricted to cars with a resident parking or visitor's permit only? If not these should not take up the residents spaces. I fear that if they are not limited to the local residents the general public will be using the facilities and generate additional traffic in a residential area.

If the charging points are to be used by the general public I can imagine these being used as free parking for popping into the Grafton Centre, hairdressers etc. which was one of the reasons why the resident's scheme was set up in the first place.

I am not quite sure why a limit of 1 hour on a charging point I thought it takes some hours to charge a car?

Whilst I support the proposal to install charging points, these should not replace the space allocated to residence particularly if they are to be available to public use, and that there should be sufficient safeguards to ensure their proper use.

Perhaps some of the unused 'doctors' spaces (on Beche road and Abbey road) and some of the pay and display bays released for residence parking.

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## **RARA response to Proposed Traffic Order PR0732: Electric Vehicle Charging Bays, Riverside Area**

Residents support the need to create infrastructure for renewable modes of transport. We therefore welcome, in principle, proposals to install electric vehicle (EV) charging points in the Riverside area.

We have a number of concerns about details of this proposed scheme, however, on both bay locations and scheme operation. Specifically:

1. **Loss of resident parking spaces.** Six residents' parking bays would be lost on Beche Road, despite resident parking spaces being very limited across the Riverside CPZ.
2. **Potential free parking in CPZ.** Without time limits or enforcement, EV drivers from outside the Riverside area could use the 7KW bays for free daytime parking in the CPZ.
3. **Adverse impact on Beche Road.** Concentrating seven bays around the Grade 2\* listed Cellarer's Chequer will increase vehicle movements and congestion at this junction, which is also a visually important heritage site.
4. **Adverse impact on riverfront amenity.** Converting two little-used pay & display bays to charging points will increase vehicle activity on a busy cycle and pedestrian route and prejudice the City Council's Riverside vision of a safe, extended riverfront promenade.
5. **Possible pavement obstruction.** The photo mock up provided to us shows the charging pillar on the pavement, which would obstruct disabled access where pavements are narrow.

This document outlines our suggestions to prevent or mitigate the problems identified above.

### **Suggestion 1: Relocate some bays to less contested areas, such as the Abbey Road car park.**

Three charging bays will be installed in the Abbey Road car park under a separate TRO. As this car park is almost unused, we consider there is potential to convert more (possibly all) spaces to charging bays. This would concentrate bays in one off-street location and prevent other bays being installed on-street where they will cause harm. In particular:

- i. Relocating the proposed four Beche Road 7KW bays would prevent the Cellarer's Chequer area becoming a charging 'hot spot' for multiple vehicles and retain resident parking spaces. As noted, the Chequer is a visually significant Grade 2\* listed building.
- ii. Relocating the proposed 2 Riverside riverfront bays would prevent unnecessary new vehicle movements on the riverfront and protect the Riverside Vision (see 3 below).

### **Suggestion 2: Release other pay & display spaces for resident parking, to replace those removed.**

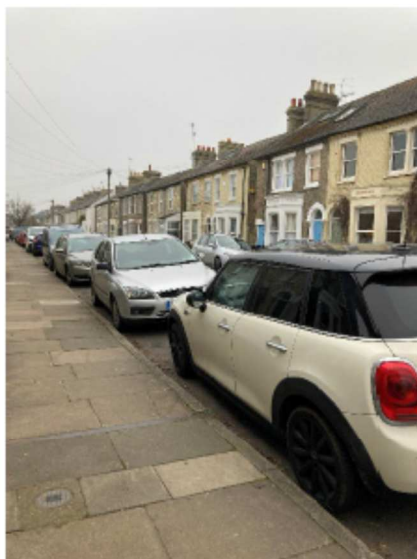
The TRO proposes converting six resident parking bays to EV charging bays. However, charging bays are not parking spaces. EV owners will be expected to vacate bays once charged and park elsewhere. The difficulty is that all Riverside CPZ parking spaces are fully occupied most of the time, as recent easyHotel traffic analysis showed, and as the photos on the next page confirm.

We therefore request that if resident bays are removed, an equivalent number of nearby pay & display spaces should be converted to resident parking.

There is a substantial volume of pay & display provision in Riverside area which is almost entirely unused. Photos taken on a typical weekday show empty pay & display bays in Beche Road, Saxon



Road and River Lane, but resident parking areas crammed full. The unused pay bays are all close to the six resident bays to be lost. Highways' revenue figures will confirm the low pay & display usage.



Beche Road parking (photos taken January 25<sup>th</sup> 2021 at lunchtime)

(i) Pay & display, west end  
(single doctor's car parked  
where doctor parking begins)

(ii) Resident bays, mid section

(iii) Resident bays, east end



Saxon Road and River Lane parking (photos taken January 25<sup>th</sup> 2021 at lunchtime)

(iv) Saxon Road pay & display,  
south end

(v) River Lane pay & display,  
north end

(vi) Resident bays, River Lane,  
below pay & display in (v)

In the long-term, converting more resident spaces to charging bays as EV ownership grows will gradually make it impossible for many residents to find parking at all, so is not a sustainable long-term strategy for managing charging demand in areas like Riverside with no off-street parking. Other options, such as allowing residents to run covered cables across the pavement at quiet times (e.g. late at night) surely need to be considered.

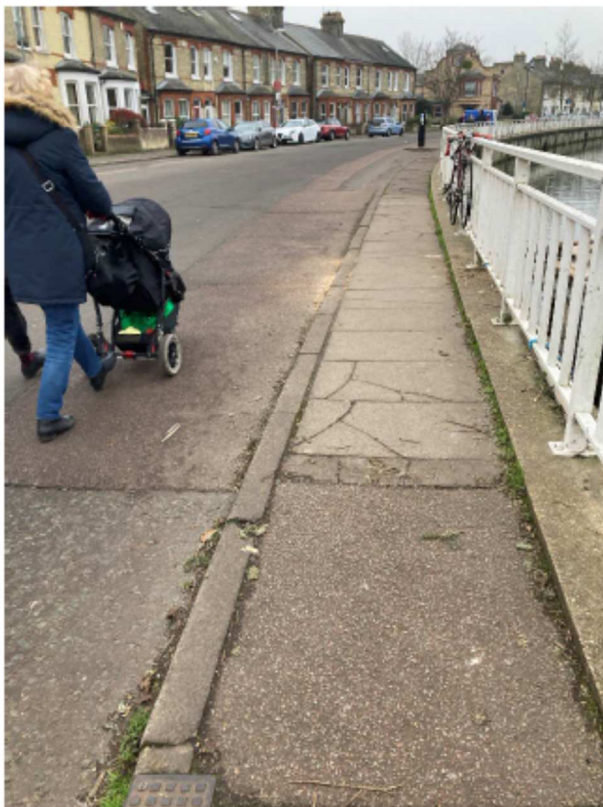


### **Suggestion 3: Protect riverfront safety and amenity by not installing new EV charging bays on it**

The pay & display bays along the Riverside riverfront are as underused as other local pay & display, and therefore generate very few vehicle movements. New EV charging bays will attract vehicles to the riverfront, whether residents charging or others seeking free parking (see point 4 below).

We feel the incremental value of two riverfront charging bays is low, given 18 other charging bays are proposed (including in Abbey Road car park) and potential for other bays in less-contested locations. Encouraging EV owners to charge up on the riverfront is undesirable for two reasons:

- i. Cars entering, parking in and leaving charging bays will obstruct the riverfront walking route and increase conflict risks. Riverside is a busy pedestrian and cycle route, and most pedestrians choose to walk along the (currently) mostly car-free riverfront, as the photos below show. Government policy is to encourage highways authorities to improve cycling and walking infrastructure, with performance to be assessed by a new agency Active Travel England. Attracting vehicles onto a walking route is not an improvement.
- ii. New EV charging activity and infrastructure could prejudice the City Council's Riverside vision of a walker and cyclist-friendly "promenade" linking Midsummer and Stourbridge commons, recognised as a City-wide amenity. An outline Vision was endorsed by the City Council in 2010 and residents are working actively to shape more detailed proposals for incorporation in the next Local Plan (see Appendix A draft consultation document). To protect the vision of a promenade along the riverfront of similar width to that between Abbey Road and Priory Road, any charging bays would need to be positioned at least 3m from the fence, and the space between identified as pedestrian only. This could potentially create other issues for cyclists and vehicles travelling along Riverside.



Riverside parking (photos taken January 25<sup>th</sup> 2021 at lunchtime)

Pedestrians walking along the riverfront; empty pay & display bays

**Suggestion 4: Restrict use of 7KW charging bays to CPZ permit holders and Blue Badge holders and/or introduce time limits for use**

Riverside is easy walking distance from the Grafton Centre and Cambridge city centre. Without time limits or enforcement of 7KW charger use, it will be an attractive location for EV owners to park and leave their cars all day for free. Residents are already concerned about potential abuse of CPZ parking by guests of the future 90-bed easyHotel in Godesdone Road, approved despite having no on-site parking. Hotel guests with EVs could park their vehicles in the 7KW bays for days.

To avoid these abuses, we request that EV points be restricted for use by resident parking permit holders and Blue Badge holders, enforced by traffic wardens as for resident parking. Alternatively or in tandem, we urge County to re-examine the scope for enforceable usage time limits, as with 50KW chargers.

**Suggestion 5: Ensure that EV charging bays do not obstruct the pavement**

Pavements at most of the proposed locations are narrow. The photo mock up provided to us shows the charging pillar on the pavement. We would like assurance that all EV charging infrastructure will be sited off the pavement so it does not obstruct disabled access or buggies.

**CONCLUSION**

We are frustrated that residents were not consulted on these *specific* proposals before the TRO was issued. We hope our suggestions will be considered and the scheme amended to reduce harm to residents.

From a more holistic perspective, we feel that this TRO illustrates the difficulty of responding to localised proposals that appear to be made in isolation, rather than within the context of an overarching, joined-up plan for infrastructure development across the city and county. The long-term strategy for providing EV charging facilities should also support national policy to enhance walking and cycling opportunity, and the needs of local residents dependent on on-street parking.



# Vision for Cambridge Riverside: an outline proposal



The river frontage between Midsummer and Stourbridge Commons is not only of great historical significance: it also plays a vital part in the life of Cambridge.

Increased use during the pandemic highlights just how valuable the Riverside cycle way and promenade is for the well-being and enjoyment of locals, the wider Cambridge community and visitors. Whether exercising, searching for Dinky Doors, taking in the parkland, watching rowers, paddleboarders and narrow boats, or spotting herons and kingfishers.... this is indeed Cambridge's 'beach'. The River Cam is a jewel in the Cambridge environment and Riverside can enhance it. But increased use brings challenges, and much potential lies unrealised. The amenities are poor for such an important asset, and we can improve on and achieve a better match to the needs of different users, whether on boat, foot or bike.

**We propose a community-driven review to shape a Vision for Riverside;** a vision to reflect the multiple opportunities for a vibrant area for residents and visitors. In 2010 the City Council endorsed an outline vision to *"create a pedestrian and cycle priority route linking the two green spaces of Stourbridge Common and Midsummer Common"*; a *"pleasant promenade"* which would *"accommodate walkers and cyclists in safety."* But this didn't make it into the current Local Plan. Now is the time to get an up-dated Vision into the new Local Plan to protect what we value and provide sound guidance for the long term.

A review could cover:

- **Environmental benefits.** A view of the river is an integral part of the experience of Riverside. Any initiatives affecting the river frontage should also enhance our enjoyment of local fauna and flora, the two commons and the Logan's Meadow nature reserve, whilst conserving habitats and respecting the amenity of residents.
- **Connectivity.** Riverside is a strategic walking and cycling route that links Stourbridge Common, Midsummer Common and Logan's Meadow Nature Reserve with the new Chisholm Trail cycle infrastructure. The focus should be on making the most of these routes to boost sustainable travel and ensure Riverside is safe and pleasant for all.
- **Use of space.** The different needs of residents, pedestrians, cyclists, river-users and visitors need to be understood and balanced, particularly in busy areas of potential conflict such as the entrance to Stourbridge Common and the area between River Lane, the Museum of Technology and the cycle bridge. The approach to and provision of resident and visitor parking and EV charging also need to be considered.
- **New amenities and opportunities.** Riverside locals once purchased goods such as fish and watercress from barges travelling along the Cam. The popularity of new food and drink outlets at the Engineer's House has shown the potential for small businesses catering to both locals and passers-by. Other opportunities might include specialist suppliers such as cycle repairers, new community and visitor uses for the space beneath the Elizabeth Way Road bridge, and mooring power points that enable zero emission river boats.
- **Moorings.** The Riverside wall is home to a small number of residential boats, which can enhance the vibrancy and diversity of the local community if well-regulated. A Council decision four years ago removed most of the moorings but failed to provide power for the few remaining. A feasibility study should explore the potential for a broader mix, number, servicing, and management of live-aboard, commercial, and pleasure boat moorings along the river wall.
- **River use.** A feasibility study could also include heritage and/or nature river trip moorings, for example linked to the Museum or Logan's Meadow Nature Reserve, and balancing the needs of rowers and other craft. Options could be informed and supported by a business plan for fair and sustainable financing from the Council, commercial moorings, pleasure boat/visitor berths, and live-aboard moorings.
- **River Conservation.** A Riverside Vision should reflect both environmental best practice for this stretch of the Cam, and the wider perspective of the whole water course. Partnership links should be forged with others, such as the Friends of the Cam, who are engaged in fostering habitat diversity and preventing pollution and over-abstraction.

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I have looked again at the plan and seen that you are proposing a further 3 EV points on Priory Road. In my observation these are also problematic:

1. It interferes with a building of cultural and historic importance (the Cellarer's Chequer)
2. These 3 points with the 4 points planned on Beche Road will put 7 EV points in one concentrated area. This will place an unreasonable burden and imposition on local residents increasing traffic and noise at this location.

I would like to email my observation to you in respect of the proposed positioning of EV points at the Cellarer's Chequer on Beche Road. This does not appear to me to be a suitable site for the following reasons:

1. It is directly outside a residential property
2. It interferes with a building of cultural and historic importance (the Cellarer's Chequer)
3. It uses residential spaces which are in short supply.
4. Increased traffic will be turning at the junction of Beche Road and Abbey Road as there is no circular route out of the area at that point.

If the EV points were positioned on the opposite side of the road taking up medical / pay-and-display spaces the objections would be satisfied whilst keeping the positioning close to the originally proposed location. The medical spaces in particular are under-used especially as there are further medical spaces on Abbey Road.

A better location in my view would be installing the points on Walnut Tree Avenue under Elizabeth Way Bridge or parallel with Midsummer Common. These spaces are rarely full.

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## From Other Addresses or Address Not Given (82)

### OBJECTIONS (78)

I am writing to object to the proposed Traffic Regulation Order TRO PRO732.

The wording of this order appears to suggest that charging points for electric vehicles are to be, at least in part, installed into pavements and footways. Indeed there is explicit reference in the documentation to pavement width. Whilst aware that car charging points inevitably must come, I object to any sacrifice of pavement space to accommodate them.

There is already little space for pedestrians on too many footways in Cambridge and lack of enforcement means walkers are already forced to contend with many competing, and often illegal, users including private eScooters, food delivery scooters and cyclists, as well as rampant pavement parking. The dangers are self evident. For the disabled, the blind and the partially sighted additional barriers may make the difference between a street being safe and accessible or being forced to choose between moving out into the carriage way or find an alternative, perhaps longer, route.

If these charging points are only to be installed in the carriage way, then I withdraw this objection except in specific locations such as parts of Riverside near Saxon Road where narrow footways already force many users into the carriage way. It would be preferable that all parking in these locations be banned. If not then at least no charging stations should be installed, as these will attract extra traffic and entail lengthy periods of parking.

Has there been statement of policy with respect to installation of charging points? I have not seen one and would welcome the opportunity to read and comment if one has been issued. If not then please pause these types of charging points until there is an agreed policy about the siting and scale of such installations that has been subject to public scrutiny.

Living Streets Cambridge

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I am writing in objection to proposed traffic regulation order PRO732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.

1. The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.

This type of installation is contrary to the recent recommendations of the All-Party Parliamentary Group for Cycling and Walking (APPGCW) report, 'Reaching our Active Travel Potential'. The committee, chaired by Ruth Cadbury MP, took evidence from numerous parties with knowledge of active travel, including the Local Government Association, the Transport Planning Society, Living Streets and Sustrans. The report emphasised that in promoting active travel - which is also a key Cambridge Mayoral policy, it is vital to ensure that pavements are not obstructed by infrastructure that impedes good active travel and allows unobstructed movement by those with disabilities or other needs. Recommendation no.18 specifically calls for *protection of the "pedestrian environment from encroachment by infrastructure for charging electric vehicles, which belongs instead on the carriageway."*

Although the APPGCW report is not currently a legal requirement, it is a strong indication of the likely direction of travel of future guidance to design requirements and additionally a considered and persuasive indication - based on detailed evidence - of the approach local authorities should be adopting in order to promote active travel.

2. Regardless of the above, it is also the case that once installed, charging points preclude the possibility of using the space to reduce car parking, to install cycle lanes and/or widen pavements. The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed

entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.

In summary, I object to any installations on Riverside, and to the pavement installations at the other locations.

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I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.

- The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians all along Histon Road in Cambridge.
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I object to the proposed installation of electric car charging on these highway locations.

Whilst electric cars rather than internal combustion cars are an improvement in urban emissions, this must not be at the expense of more environmentally friendly means of travel.

My objection to most of the locations can be lifted should there be an assurance that the chargers themselves will be installed on the existing carriageway, not the footway. It would be unacceptable to add further obstacles to the pedestrian realm.

I outright object to the Riverside location. The footway here is far too narrow, especially for the level of use, and parking should be removed entirely on the river side of the road and the space used to extend the footway. Installing electric charging points here will make this harder to achieve in the future.

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*I hereby register objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.*

- *The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction and potentially hazards for pedestrians.*
  - *There may be less concern if the car charging points are to be installed in the carriageway and not the pavement in some locations. However I strongly suggest that this is not the case in the Riverside location.*
  - *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway.*
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  - *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.*
  - *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*
  - *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*
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I have read the notice about the proposed TRO, and while I support the provision of public electric vehicle charging, I am concerned about the details of the proposed location.

The notice says that you propose to provide "parking places for electric vehicles, with charging points alongside". The use of the word "alongside" is ambiguous but suggests a possibility for the chargers to be installed on the footway.

This must not be allowed, and the notice and order should make it clear that the chargers will be placed within the existing parking bays.

Chargers on the footway are a significant obstruction to disabled pedestrians, especially to those who are blind, and those using wheelchairs or scooters on a narrow pavement. They also generally restrict the capacity of the pavement for pedestrians. Chargers placed within the footprint of the existing parking bays do not obstruct people who are moving (whether on foot or in motor vehicles), and have only a very small impact on the overall capacity of the parking area. Chargers should therefore be built within the existing parking bays in almost all circumstances, and should never be allowed to cause an obstruction to the footway.

I also believe that existing parking bays on Riverside are contributing to a poor pedestrian environment in that location, so further parking infrastructure should not be built there, and the parking spaces currently there should be removed or relocated to provide better space for pedestrians (and remove the existing dead-end 'trap' for wheelchair users).

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- *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.*
- *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*
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I live at Chesterton Towers, CB4 1DZ, and I cycle along Riverside most days.

I am writing to object to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.

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\* The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.

\* If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.

I am visually impaired and I already find the narrowest section of Riverside difficult to navigate when it is busy with pedestrians and cyclists. The last thing I need there is more obstacles.

I believe that we need to urgently replace fossil-fuel cars with EVs to avoid a climate catastrophe, so I welcome action by the council to install critically needed charging points, in as many safe locations as possible.

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I live in Arbury, Cambridge but frequently travel through DeFreville and Riverside for leisure purposes. I cycle and also drive an electric vehicle, frequently charging at destination car parks and on rapid chargers when enroute on longer journeys.

When charging at home, often guests have nearly tripped on the charging cable despite careful positioning. It seems likely that charging cables on the pavement will present a hazard to pedestrians and also potentially restrict pavement space more than the footprint of the charging pillar itself.

I question the need for excessive on street charging as opposed to charging in existing larger purpose built car parks such as Cambridge retail park and supermarket car parks with 11kW chargers. It should be noted that in the medium term it is expected electric cars with 11kW AC chargers will become more commonly available making destination and workplace charging more viable. Many owners are unaware of how little range they use before purchasing their cars, the need for charging is a lot less than most people expect.

Streets should be kept for use by people, not used to store equipment used by cars. Congesting streetscape with charging equipment that will not be used by those who are unable to keep a car is an inequitable use of public land.

*I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.*

- *The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.*
- *If specific car charging points are to be **exclusively for the use of pool car use(enterprise car club for example)**, then I would withdraw my opposition for those specific charging point installations despite their potential obstruction of the pavement.*
- *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.*
- *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*

- *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*
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I wish to object to both PRO 732 and PRO 753. It appears that the charging points will be installed on the footway, rather than the carriageway. This is very likely to cause difficulties for pedestrians and those with mobility problems. If cables trail to the charging posts that creates a trip hazard. If the charging post is placed on the footway it reduces the width and means it is harder for pedestrians to use the footway. They may need to step into the road. This could be seen a discriminatory by people who use wheelchairs.

There is no earthly reason why charging posts cannot be positioned in the carriageway where they are out of the way of pedestrians and within easy access for those wishing to charge their vehicles.

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I am writing to object to the proposed Traffic Regulation Order TRO PRO732.

The installation of these charging points must not come at the expense of pedestrians. Any new EV charging points should not be placed on the pavement where they would be inconvenient for everyone and particularly problematic for people with wheelchairs, buggies, or those living with sight loss. EV charging points must be compatible with equality legislation which requires the elimination of obstructions for disabled people.

Charging points should be located off-street, for example in car parks at leisure centres, community facilities, shopping centres, stations, or housing estates. Here they can be readily accessible to more members of the public and serve as part of a car-club or car-share. If this is not feasible, charging points should be located on the road in well-designed build-outs. These build-outs are an opportunity to replace a parking space with a charging point and could also include e-bike charging, urban greening, cycle stands and seating. These should only be installed where they will not obstruct current or planned cycle lanes.

Pavements should be the last resort for EV charging points and should only be considered suitable if 1.5 metres of space is left for social, family and practical walking.

I would also like to see the council develop or amend public realm design guidance so that it includes electric vehicle infrastructure and minimum standards for clear footways.

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*I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets. While we believe electric cars are critical to addressing the climate crisis, that doesn't mean that people should be squeezed out of their cities.*

- *The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians. In particular, with a blind child and a parent in a mobility scooter, getting our family anywhere is already a struggle with the pavement obstructions we have. We don't need to proactively make more.*
- *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location. There are some places that are meant for people, not cars.*
- *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*

- *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*
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I write to object to proposed traffic regulation order PR0732, concerning the installation of electric car charging infrastructure alongside certain parking spaces on various streets.

The order appears to specify that the car charging points will be installed into footways. I object specifically to the installation of such obstacles into pavements or footways, because they create an obstruction for pedestrians. The footway alongside Riverside near Saxon Road is already too narrow, forcing people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.

If the car charging points were to be installed in the carriageway and not on the pavement, then I would remove my objection in those cases, except for the Riverside location. If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.

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I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.

Please would you confirm receipt.

The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.

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The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.

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However I feel strongly about this proposal and no doubt there will be others similar, so I am writing as a general objection to all such orders.

The proposal clearly shows in plans and text that the charging equipment will be on the pavement. I believe this will constitute a severe obstruction in all the proposed locations. It will force pedestrians and prams and wheelchairs not only into the road but into the middle of the road, to get round cars parked and charging. It also maybe an unlawful obstruction. This charging equipment should be in the road and part of the parking space as has been done in many other locations in the country.

In a particular instance on the plans, adjacent to Saxon rd, the person drawing up the plans seems to be unaware of the actual pavement in this area. It is narrow and gets very narrow in a downstream direction. The reason for this is the proximity of Saxon rd and the narrowness of the road. This is already a congested area with little room for cyclists and pedestrians

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Regarding proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets, my objections are as follows:

The order appears to specify that the car charging points will be installed into pavements and footways. I object to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.

If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location. The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside. If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.

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As a group, we welcome any improvements to local infrastructure for charging electric vehicles however this should not come to the detriment of people walking or cycling as such we share some of the concerns raised by Camcycle about the proposed placement of EV chargers on pavements.

- The proposed traffic regulation order PR0732 appears to specify that the car charging points will be installed into pavements and footways. We object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.
  - If the car charging points are to be installed in the carriageway and not the pavement, then we would remove our objection in those cases.
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- *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*

- *This is a route I use regularly since I live in Milton, work at Radio House in Chesterton and I visit the centre using the Riverside route.*

*In general I believe the city council should be leading on EV adoption and developing a policy for how homeowners can charge their vehicles without causing inconvenience to pedestrians, in particular:*

- *setting an example for how on-street parking should be managed,*
  - *limiting its use to encourage active travel within the city*
  - *imposing penalties on people who cause any obstructions with cables*
  - *relocating and reducing on-street residents' parking*
  - *enabling and supporting car share schemes*
  - *Examples from other successful low traffic cities indicate that establishing charging points and parking a short walk away from houses can be used to clear away urban clutter, make the use of a car a "special occasion", not the default.*
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I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.

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The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.

If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.

As a new parent to a young child, I have recently had the experience of discovering how bad our pavements are for those who require accessible access. Please don't make this worse.

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I object to this proposal on the basis that there will be charging points on the pavements.

Clutter on the pavements is already a problem for pedestrians, particularly people with disabilities, in wheelchair, or visually impaired.

The proposal is not transparent about the extent to which pavements will be affected - this is extremely poor communication.

We have already seen problems when Cityfibre has been installed (green 'boxes' on pavements without sensible planning - eg on Nightingale Avenue, where there was plenty of room to place away from pavement on grass verge)

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- The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.



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  - If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.
  - I cycle frequently along Riverside, having crossed the bridge from Chesterton and at busy times this is quite a dangerous carriageway, with pedestrians, cyclists, boat coaches and vehicles all jostling for space. The footway is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside. In fact it would be better without motor vehicles altogether.
  - If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.
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I would have no overall objections to the general idea of installing electric charging points. However I have very strong objections to any impingement of these on the pavement or footway.

These items must be on road space, not narrowing the area allocated to pedestrians. The wires will also be a trip hazard, and any more obstructions on pavements are a particular hazard to those with disabilities. Our pavements are already full of clutter that should not be there.

Therefore:

I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.

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- *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*

*I hope you can appreciate how important this matter is.*

*It is VITAL space is allocated in favour of walking, cycling and other active transport and NOT in favour of cars, whether they are electric or not (electric cars have a huge environmental footprint often only 10% better than ICE cars, in some cases worse...it all depends on the ICE mileage reduction).*

*I look forward to seeing this taken into account in these schemes. It would be most embarrassing for the council if all this expensive infrastructure was installed and then had to be moved again a few years later.*

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*I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.*

- *The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians and will represent yet another obstacle to safe active travel for pedestrians*
- *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except where the carriageway is already too narrow or obstructed for safe passage of cyclists and motorised vehicle users and pedestrians*
- *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*
- *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*

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*I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.*

- *The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.*
- *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.*
- *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*

- If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.
- 

I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on streets.

The order appears to specify that car charging points will be installed on pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians. Some of the chargers I have seen already installed in London are far too big and badly placed.

If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases, except for the Riverside location.

The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.

If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.

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While supporting moves to reduce the use of petrol and diesel vehicles, I wish to object to locating chargers for electric vehicles on the pavements in Cambridge. Many are extremely narrow, and already have a lot of street clutter including road signs. This is hazardous for many people, and goes directly against the professed hierarchy of users which puts pedestrians first.

In many other places charging points are installed within light columns - if this is not possible here they should be on the highway not the footpath.

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I am concerned about the above proposal, especially the Riverside location. This is a popular route for cyclists and pedestrians, both for commuting and amenity, so it is not appropriate both to encourage more motor traffic movements and to obstruct a narrow section with more parked vehicles. I am in favour of provision of charging points for residents unable to install facilities on their own property, but these need to be located where they do not compromise non-motorised users. It is particularly important not to restrict narrow pavements as this could present a hazard to the visually impaired and obstruct disabled buggies.

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I write to object strongly to the above proposal, as it prioritises the few over the many in our County.

It is not clear to me that the width of the pavement in all these places allows for the incursion of a charging point on the roadside, given that pavements have to accommodate buggies, prams, wheelchairs, parents holding the hands of young children, scooters, blind people with guide dogs etc. We are all pedestrians at many times and stages in life.

More special parking places with recharging points in designated carparks are required to welcome the innovation of electric cars, just a small proportion of traffic and unaffordable to the vast majority of us drivers

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Regarding proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets, my objections are as follows:

The order appears to specify that the car charging points will be installed into pavements and footways. I object to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.

If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location. The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside. If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.

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I object to the installation of electric car charging in proposed TRO (Reference Number PR0732) De Freville Avenue and Riverside areas, Cambridge. The Explanatory Note mentions that the areas have been chosen for footway characteristics. This means of site selection implies that the charging points will be on the footway. I have seen various charging points that have been considered good by Local Authorities, for instance in Oxford; in almost all these cases, the charging points are on the footway and decrease pedestrians' access and the cables present a trip hazard.

My objection is therefore based on the proposals degrading the existing highway amenities.

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I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.

This order does not make it clear how and where this infrastructure will be installed. It is common for such infrastructure to be installed on the footway and I would like to make it clear that this is entirely unacceptable. Further facilities for motorists and commercial opportunities for charging network operators must not come at the expense of pedestrians and cyclists. Charging facilities must be installed entirely within the carriageway or ideally on adjacent private land.

If the traffic regulation order was amended to ensure that these charging facilities must be installed entirely within the carriageway and will have no detrimental effect of pedestrians and cyclists I might be willing to remove my objection.

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I am writing to object to Traffic Regulation Order PR0732 to place electric vehicle (EV) charging bays on Cambridge residential streets. I object on the grounds that the TRO implies the placement of charging equipment on the pavement, restricting the width, impacting pedestrians and particularly the disabled, infirm, and visually impaired. The plan to add EV charging bays appears to be in conflict with an objective to promote active travel.

The documents available on the Traffic Regulation Order web page provide very little detail on what will be installed. I can find no County policy documents that describes an overall strategy, or consultation on EV charging. This emerging requirement will grow rapidly. Without a strategy, the provision of a few residential charging bays may completely miss the actual need, and at detriment to pavement users amount to little more than green virtue signaling.

Pavement users already struggle with daily hazards and impediments. A policy to provide EV charging should ensure pavements are not further restricted. Pavements are treated as an infinite resource. Existing laws are not enforced. As a pedestrian I regularly encounter parked cars, cycles, tables, chairs, signage, bins and motorcycles speeding through pedestrian areas. Before encroaching further on pavements, the emphasis should be on enforcement to protect pavement users to support active travel.

With regard to EV charging, I have these additional comments.

- Is there an EV charging strategy – where can it be found – has there been or will there be consultation?

- How do these bays fit within a need to dramatically scale up EV charging provision?
- What other locations are being considered, such as supermarket car parks, or park and ride?
- Some bays are listed as being planned for a rapid charger, but no further details are provided. Most bays are not listed as rapid, presumably as the local power supply cannot support it. Slow charging can take many hours – do these bays provide enough local charging capacity, even in the short term?
- EVs do not have a single universal connector type. Who decides what will be installed and if that meets the anticipated need?
- Who will pay for installation, operation and maintenance of the chargers? How was the company or companies selected?

I ask the County Council to look at options that do not encroach on pavements and particularly to demonstrate how any new charging facilities fit within a proper strategy, before embarking on these projects.

*I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.*

- *The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.*
- *Car charging points should only be put in designated car-parking zones.*
- *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*
- *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*

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*I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.*

- *The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.*
- *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.*
- *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*
- *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*

*While you're at it, please resurface the whole Riverside road to be pedestrianised with access to local residents only.*

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I welcome the actions to increase charging points across the city to facilitate to change over to electric cars and reduce emissions. However, I have great concerns that charging stations would end up on pavements or footpaths. As a city we should work hard on encouraging people to walk or cycle, and therefore protecting the dedicated spaces for pedestrians and cyclists. As a parent, safety comes first and that is why I write to you.

*I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.*

- *The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.*
  - *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.*
  - *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*
  - *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*
- 

*I am writing in **objection** to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets:*

- *The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such items into pavements and footways, **unless it can be clearly demonstrated that the specific circumstances mean that such an installation with not cause an obstruction, inconvenience pedestrians, or result in a reduction in the quality of the pedestrian experience - especially those using wheelchairs, mobility aid of any sort, or with buggies or young children.***
  - *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.*
  - *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside, **as part of a wider reallocation of road space and reorganisation (and potential reduction) in parking in this part of riverside - that might also include the closure to motor vehicles of Riverside between Saxon Road and River Lane.***
  - *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there, **pending consideration of a wider improvement, to avoid potentially abortive work.***
- 

*I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.*

- *The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.*
  - *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.*
  - *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*
  - *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there to avoid sunk costs at the time when such conclusion will be reached*
- 

I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.

I am enclosing the points made by CamCycle, which mirror my own opinions.

The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically

to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians. If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.

The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.

If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.

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I need to register an objection to this proposal in its present form. While I welcome the initiative to encourage the move away from petrol/diesel vehicles I have real concerns about the possible impact of installing these electric charging points on footways/pedestrian space.

As a member of *Living Streets Cambridge*, I and others have been campaigning for improving footways and removing obstructions (posts, signage, overgrown hedges and other 'street furniture'). We published a report in 2021 with findings from over 300 local residents, almost all of whom had concerns about footway quality and accessibility.

Unfortunately, your current diagrams for PRO732 are so vague that it is completely unclear whether pedestrian space on footways will be sacrificed to accommodate any aspect of these electric charging points. If this PRO measure does intrude on the public footway it will make pedestrian movement, especially for those for infirm or using wheelchairs or mobility vehicles even more risky.

I urge you to publish clear diagrams that show in detail the components the charging points and their impact on footways/pedestrian space.

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I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.

A couple of years ago, I pushed my partner on a wheelchair for a few days around Cambridge. With cars being parked on the pavements, it was nearly impossible to get around Cambridge. This proposal would make the situation even worse.

- The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.
  - If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.
  - The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.
  - If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.
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In general, I welcome the installation of electric car-charging facilities.

However, I object to some aspects of the proposed TRO PR0732.

This proposal appears to allow installation of these charging-points, at least in part, on pavements and footways. This would add obstacles to our already poorly maintained, often narrow and busy pavements. They are already difficult enough for people to navigate at present, especially those with buggies, those with less ability to walk, those with visual impairments etc.

If these charging-points are to be installed in the carriageway only, then I withdraw this objection -- except in specific locations such as parts of Riverside near Saxon Road, where currently the narrow footways force many walkers into the carriageway. (It would be preferable that all parking in these locations be banned.) If not, then at least no charging-stations should be installed, as these will attract extra traffic and entail lengthy periods of parking for the charging to be accomplished.

I also propose that the Council draft guidelines for installation of electric charging-points in future, to be consulted on with walking and cycling groups, disability organisations and the general public. Such guidelines could assist the officers developing future installation plans. This matter will arise in future and such guidance could help ensure that the integrity of our pavements is maintained.

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*I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.*

*I note that the drawings provided only show changes within the carriageway and do not specify the location of the infrastructure, if the infrastructure is to be other than with the areas marked on the maps I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.*

- *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection*
- 

*I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.*

- *The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.*
  - *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.*
  - *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*
  - *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*
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I wish to object to the proposed PRO 732 because it looks as though the electric vehicle charging points are going to be installed on pavements in some locations. In Cambridge we need to encourage cycling and walking in order to combat climate change. Some Cambridge footways are so narrow that pedestrians step out into the road without looking, causing cyclists to swerve in front of the motorised traffic. We also need to ensure that our footways provide adequate space for wheelchair access.

If all the electric vehicle charging points are to be installed on the road I do not object to PRO 732. I live in Tenison Road, Cambridge.

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I am writing to object to the proposal to install charging points on the pavement. I agree with encouraging use of electric cars but this must not be done in a way that impedes in any way the people using pavements. Installing more equipment or structures on the pavement does that and must not be permitted.

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I'd like to write to object to the proposed **traffic regulation order PR0732**, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.

The order appears to specify that the car charging points will be installed into pavements and footways. I object to this installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians, particularly those pushing children or using mobility aids including wheelchairs and mobility scooters. Many of these pavements are already quite narrow.

If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases *except for the Riverside location near Saxon Road*. This pavement is already so narrow that it is uncomfortable to walk side-by-side and many people choose to use the road instead. I believe that car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking, cycling and wheeling along Riverside. It would be ideal to extend the brilliant treatment seen further towards the city centre along the whole of Riverside to create a more pleasant public space for people and improved active travel route.

If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.

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*As a Cambridge city resident and sustainable development consultant I am writing to object to proposed traffic regulation order PR0732; the installation of electric car (EV) charging infrastructure alongside certain parking spaces on various Cambridge streets.*

- *The order appears to specify that the EV charging points will be installed onto pavement and footway space. I object specifically to the installation of such obstacles on pavements and footways, because they create yet more obstruction for those on the public highway who are not driving, and reinforce motor vehicle domination culture. We already have numerous pavements (and mandatory cycle-lanes) being blocked by inconsiderate drivers with virtually zero enforcement, effectively forcing pedestrians, mobility scooter users, those with young children in prams and in hand, to walk in the road with drivers, with drivers often being aggressive about 'their' space.*
- *If the EV charging points are to be installed on the motor vehicle portion of the carriageway as they should, and not the pavement, then I would remove my objection in those cases except for the Riverside location.*
- *The footway alongside Riverside near Saxon Road is already too narrow for safe non-motor vehicle passage and forces people to walk/mobility scoot in the driver dominated section of the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking, using mobility scooters, prams and cycling along Riverside.*
- *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*
- *I do hope the understanding of a Climate Change Strategy and a net-zero carbon city by 2030 includes the understanding that EVs merely shift local fossil fuel emissions elsewhere in supply chains and power generation, and do not negate non-exhaust emissions (NEE) particle pollution from tyre wear, brake pads and electric motors. If you do not know about this, I suggest you review the 2019 report 'Non-Exhaust Emissions from Road Traffic' by the UK Government's Air Quality Expert Group (AQEG), as it recommended that NEE are immediately recognised as a source of ambient concentrations of airborne particulate matter, even for vehicles with zero exhaust emissions of particles – such as EVs.*

- *The continual low standards for non-motorised infrastructure in the UK also contributes significantly to dissuade those who want to cycle instead of drive. This poor standard of infrastructure, the lack of enforcement on those who continue to block pathways with their vehicles, and the intra-modal agitation generated by the media, contributes to the obesogenic culture in the UK which in this case, includes blocking up space of those not using an EV, giving preference to those 'storing' their private EV on a public space.*
  - *If there is truly a coordinated mindset within local government for widespread improvements for health, wellbeing, and lower carbon economy, blocking up pavements with EV chargers does not map to this.*
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I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets. I am particularly concerned how this would impact people with reduced mobility who already struggle on narrow cambridge footpaths. A dear friend of mine frequently has to use her wheelchair in the road. Our footpaths need improvements, not further impediments.

- The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.
  - If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.
  - The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.
  - If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.
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*I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.*

- *The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.*
  - *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.*
  - *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*
  - *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*
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I am writing to object to the proposed Traffic Regulation Order TRO PRO732.

The wording of this order appears to suggest that charging points for electric vehicles may be installed into pavements and footways. Indeed there is explicit reference in the documentation to pavement width. Whilst aware that car charging points inevitably must come, I object to any sacrifice of pavement space to accommodate them.

There is already little space for pedestrians on too many footways in Cambridge and lack of enforcement means walkers are already forced to contend with many competing, and often illegal, users including private eScooters, food delivery scooters and cyclists, as well as rampant pavement parking. The dangers are self evident. For the disabled, the blind and the partially sighted additional barriers may make the difference between a street being safe

and accessible or being forced to choose between moving out into the carriage way or find an alternative, perhaps longer, route.

Has there been statement of policy with respect to installation of charging points? I have not seen one and would welcome the opportunity to read and comment if one has been issued. If there has not, then please pause these types of charging points until there has been adequate public consultation.

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*I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.*

- *The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.*
  - *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.*
  - *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*
  - *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*
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*I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.*

- *The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.*
- *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.*
- *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*
- *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*

Cambridge certainly needs better provision for electric car charging. However this should not happen at the expense of space for pedestrians and cycle users.

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I am writing to object to proposed traffic regulation order PR0732 (the installation of electric car charging infrastructure alongside certain parking spaces on various streets). On this matter, I am in agreement with CamCycle:

The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.

If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.

The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.

If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.

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I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.

- The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians. Please do not do this!!!!
  - If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.
  - The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.
  - If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.
- 

I am writing in objection to proposed traffic regulation order PR0732, which proposes the installation of electric car charging units alongside various car parking spaces in the De Freville Avenue and Riverside areas.

I live in Petersfield and both cycle and walk in the Riverside area.

Several members of my close family live in the Riverside area (in Beche Road and another street close by) and the walk from my house to the house in Beche Road will mean going past the four charging units that are proposed for in front of the historic Barnwell Priory.

It looks as if the order expects some of the car charging units to be installed on the pavement. I strongly object to this because they will be an obstruction to people walking.

It's not good enough to say that "oh, pedestrians can squeeze through". Even if sharp-eyed pedestrians, unencumbered with buggies or prams, can get past, these obstructions will reduce the space available to people walking, create a hazard which people (like me) whose vision, especially at night, is not perfect, and generally worsen the environment for people walking (especially those pushing buggies and prams) in order to help the minority of people in the area who own cars.

I am worried not only about the charging units themselves but the cables between them and the cars, which will create a trip hazard that is hard to see, especially after sunset. You might say "you shouldn't be walking there", but if a pedestrian encounters someone walking in the opposite direction near these charging units then one of them is likely to want to step off the footway and walk on the other side of the charging unit to pass them.

I also object to the proposal to introduce charging units on Riverside itself, on the side by the river. The pavement along this section is so narrow as to be virtually unusable, and badly needs improving for pedestrians (like has happened further west). Installing charging units here, even if they are on the carriageway, will make it harder for the council to improve conditions for pedestrians here in the future.

If the TRO is modified to state that all the proposed car charging units must be installed in the carriageway, and not on the pavement, and that charging units will not be installed on Riverside, then I will withdraw my objection.

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*I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.*

- *The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.*

- *If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.*
- *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*
- *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*

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If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.

**The entirety of the Riverside road is already heavily contested with pedestrians, cycles, mobility and Voi scooters, cars, pets, pushchairs, and vans travelling in both directions. Due to constant parked vehicles in most areas all this is traffic is mostly filtering through a mere single lane width. As a daily user on cycle and foot, during the daytime and evening I always have to queue even when motorised vehicles are not present. Added to this busyness is the hazards of vehicles fast appearing after accelerating downhill, unbelievably in some places with right of way. On weekends it is even more congested due to being an attractive area for family leisure.**

The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.

If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.

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The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians. These obstacles often cause especial difficulties for wheelchair-users and parents with buggies and should therefore be avoided on equalities grounds.

If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location. I routinely cycle along Riverside several times a week on my way to the ice rink in the east of the city. Many pedestrians and cyclists also use this route, and the footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Ideally all car parking along this particular narrow stretch would be removed entirely and the pavements improved instead. This would make the area more accessible for those with disabilities, and reduce conflict between pedestrians and cyclists.

If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be added.

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### **I am writing to object to the proposed Traffic Regulation Order TRO PRO732.**

The wording of this order implies that charging points for electric vehicles will be installed on the pavement. While I appreciate that electric cars will be a significant mode of transport in the future, I object to the use of space on the pavement being used for charger installation. VOI already positions its eScooters and eBikes in large clusters all over the city pavements taking up valuable space and potentially causing a trip hazard. When I lived in the San Francisco Bay Area of California rapid charging stations were frequently installed in the car parks for supermarkets and other large stores, allowing people to shop while their car was being charged. This would also reduce the need to “reclaim” resident’s parking spaces.

Pedestrians in Cambridge already have to complete with other, mostly illegal, users like private eScooters, food delivery scooters and cyclists; who don’t seem to think traffic regulations like one-way systems or pedestrianised apply to them. Add to that pavement parking, wheelie bins, tables and other clutter; **I fear for the safety of the old, infirm, visually impaired, disabled and parents with pushchairs and young children on a daily basis.**

If Cambridgeshire County and Cambridge City Councils truly want to reduce pollution and traffic within the City then the first step should be to effectively enforce existing regulations and make walking around the city a safer activity for residents and visitors.

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I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.

- The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create obstruction for pedestrians, especially those with prams or those in wheelchairs
  - If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.
  - The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location.
- 

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- *The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location*

*shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.*

- *If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.*

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I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.

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- If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.

- The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.

- If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.

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**Please** do not install these so as to take up footpath space. They should be on the roadway in my opinion.

Thank you of your attention

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I wish to register my objection to one detail of proposed Traffic Regulation Order PRO732.

If my understanding is correct, the charging points for electric vehicles will be installed on footways.

Otherwise, in general, I am hugely supportive of the council's proposals to increase the availability of electric car charging points. I do, however, object to any sacrifice of footway space to accommodate them. If the charging points are only to be installed in the carriageway, I have no objection to this TRO.

In the Statement of Reasons, under the Road Traffic Regulation Act 1984, the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, it is unclear whether the charging points will be installed wholly or partly on the footway, rather than on 'build-outs' on the carriageway. This document does reference "footway widths/characteristics". Associated download PR0732-drawings.pdf shows no detail whatsoever of the proposed location of charging apparatus. It is singularly unhelpful in this respect.

I am not aware of any statement of policy with respect to the impact on footways of the installation of e-vehicle charging points. I would welcome sight of any such statement.

For the people with disabilities, blind or partially-sighted, such additional barriers may make the difference between a footway being safe and accessible or (this stretch being part of a route from, say, home to a chosen destination) creating a significant barrier to social inclusivity.

Many of Cambridge's footways are currently not fit for purpose. Some issues, such as footway width will take time to address and may prove insoluble. Other hazards to pedestrians, such as uneven surfaces are being exacerbated, day-by-day, through the council's failure to introduce TROs to prohibit pavement parking despite having been granted powers so to do by the (then) Parliamentary Under Secretary of State at the DfT, Norman Baker, in February 2011. Baker's letter advised the Council Leaders of all English Traffic Authorities that, henceforth, in areas with civil parking enforcement, traffic and parking teams would be able to introduce local pavement parking bans, through a traffic regulation order (TRO), on a particular length of road or over a wider area.

In view of the need for political decisions, by members, of some of the issues which I have raised, above, I am Cc-ing the Chair and Vice-Chair of the County's Highways and Transport Committee.

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I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure alongside certain parking spaces on various streets.

The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.

If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.

The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.

If the removal of car parking at the Riverside location cannot be accommodated by this order, then at least no additional car parking infrastructure should be installed there.

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Whilst I am supportive of the need to install charging points, a move to electric vehicles does not solve the congestion and climate crisis that we are experiencing. We need to prioritise high quality walking and cycling infrastructure along with public transport to keep Cambridge moving. Any addition of charging points should be installed within the cars domain and not in already congested pedestrian space.

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I am writing to object to the draft traffic regulation order PR0732, for installation of electric car charging infrastructure on certain streets, because such charging infrastructure should not be installed on pavements where it will cause an obstruction to everyone using the pavement for its intended purpose. Such infrastructure may perhaps be acceptable on very wide pavements which have more than enough space for pedestrians and people with pushchairs, wheelchairs, mobility scooters and the like, but in most cases it should be put in the road alongside the car parking.

In addition, the location proposed on Riverside is inappropriate as that's particularly narrow/missing pavement section. It seems to me that it would be far better to aim to remove car parking entirely in that part of Riverside, to provide more space for people using various forms of sustainable transport and avoid pedestrians walking in the road as happens now.



If the infrastructure is to be installed in the road, not on the pavement, and not at all in that Riverside location, then I would be willing to withdraw my objection.

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If the car charging points are to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location.

A broader remodeling of the entire Riverside area to accommodate more pedestrians (and separate cyclists and pedestrians before the bridge) seems appropriate prior to installation of EV infrastructure.

The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside. More parking could be created near the Elizabeth Way bridge.

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I am writing in objection to proposed traffic regulation order PR0732, the installation of electric car charging infrastructure on various streets. The order appears to specify that the car charging points will be installed into pavements and footways. I object specifically to the installation of such obstacles into pavements and footways, because they create further obstruction for pedestrians.

If the car charging points were to be installed in the carriageway and not the pavement, then I would remove my objection in those cases except for the Riverside location. The footway alongside Riverside near Saxon Road is too narrow already and forces people to walk in the carriageway. Car parking should be removed entirely from the Riverside location shown in the PR0732 drawings, in order to make more space for people walking and cycling along Riverside.

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A lot of parents walk this way with buggies and prams, including friends of mine, and I am concerned their access will be blocked by car charging points being installed in the footways. Parents with babies and toddlers will be forced out onto the street into the path of cars and bikes.

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I object to the proposed traffic regulation order PR0732.

I am in favour of public and residential EV chargers in principle, but am resolutely opposed to them being installed in pedestrian space - i.e on footways, unless those footways are \_extremely\_ wide (4m+) such that chargers will not impinge at all.

This is motor vehicle infrastructure and should be installed in the carriageway. It is not clear from the application exactly how things are to be laid out, but it seems like the plan is to put them on the footway. If the TRO was changed so that the chargers were not in the footway then I would drop my objection (except for the riverside location, which is simply unsuitable for this purpose).

The riverside location is already very busy with cycle and pedestrian traffic, and installing chargers here would add up to 80 vehicle movements/day per charger. This is a location that should have parking removed and a much wider footway - the current one is completely inadequate for the current level of pedestrian traffic. It is not a suitable location for EV chargers to be installed. There are hundreds of other more suitable parking spots in the area. Beche Road is probably best as it is central and easily accessed, but any of Beche Rd, Saxon Rd, River Lane, Abbey Rd, Godestone Rd would be more suitable than Riverside.

There are good examples elsewhere for how to install EV chargers that are not an impediment to pedestrians: Either in the carriageway:

<https://twitter.com/carolinerussell/status/1028576500642193408>

Or in parking areas:

<https://www.zap-map.com/engine/wp-content/uploads/2020/07/Car-Charged-UK-access-eb45fa3f.jpg>

And more on camcycle's blog:

<https://www.camcycle.org.uk/blog/2022/01/save-cambridge-pavements-from-the-electric-car-charger-hazard/>

Thank you.

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## **SUPPORT (1)**

I am in favor of the proposed EV chargers. In all honesty I find the post requesting I oppose them a bit silly.

Thanks for trying to make improvements.

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## OTHER COMMENTS (3)

While I completely agree with the need to install electric charging points, we need to make sure these do not take space from pedestrians, but are installed in road/parking space. There are some very bad examples, but good thought can place these in appropriate locations. Particularly, these should not be in spaces with already heavy road and pedestrian use, but carefully sited nearby. This is particularly needed for Riverside, where the space is densely used, and electric points should not make this more difficult, but be sited nearby instead.

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I am writing to broadly support the proposed installation of EV charging points, with a caveat, which I will note below.

I should say upfront that I am not a resident of Riverside or Abbey and therefore this specific proposal does not directly affect me, but I am a Cambridge resident and an owner of an EV, so if this is seen as a 'test case' for the installation of on-street charging infrastructure, then I am in broad support.

The caveats I would have are that I do agree with some (but only some) of the points raised by Camcycle in their blog post/article: [TAKE ACTION: save Cambridge pavements from the electric car charging hazard – Cambridge Cycling Campaign \(camcycle.org.uk\)](https://camcycle.org.uk/blog/2020/06/24/take-action-save-cambridge-pavements-from-the-electric-car-charging-hazard/) – I do agree that where possible the charge points should be installed in a way as to minimise the negative effects on pedestrians and cyclists. This being said I believe that we should try and accommodate the needs of all road users into the future planning, and encouraging people into converting car usage to EVs, where it cannot be avoided/replaced by alternatives such as public transport, cycling or walking, should be positively supported. From a personal perspective, I have a 50 mile round-trip commute to work, and cannot make the trip by public transport, nor realistically by bicycle. However, I am passionate about the environment, and therefore complete that journey by electric vehicle in order to minimise my personal impact. In order to accomplish this, I have taken the step of installing a home charge point, which is an expensive step, and one which many people would either not be able to afford, or would not be practical due to their location, particularly within Cambridge city centre, where many people only have on-street parking, and often are unable to choose to park directly outside their own house. Therefore a public EV charging infrastructure is a useful and necessary element within an integrated transport plan.

FYI, I would be happy to discuss in more details my thoughts/feelings, and also would be very happy to see public charge points installed on my street, which would be feasible as the pavements/roadway are adequately wide to allow for either location to work.

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I understand there are plans to install some electric chargers for electric cars along Riverside in Cambridge

In my view this creates a risk of crowding the space for walking and cycling. This would only be acceptable if the charging points are part of existing street furniture, ie lampposts.

A better solution would be to encourage Tesco and the other trading parks on Newmarket Road to provide charging points.

I assume that all the park and ride car parks will have solar panels to provide at least some power for a large number of electric cars.