



Response to EV Charging Consultation October 2022

This response is from the Coalition for Healthy Streets and Active Travel (CoHSAT), a group of 25 voluntary and campaigning organisations working across Oxfordshire to create attractive, accessible and people-friendly streets.

CoHSAT supports the switch to electric vehicles as part of the sustainable transport future, but this must be in the context of the overall transport strategy, the Local Transport and Connectivity Plan. This plan has a user hierarchy, which prioritises pedestrians first, cycling second, and public transport and shared vehicles above private cars.

Pedestrians need first call on the pavements, and the uniquely valuable kerbside space needs a well-considered strategy and plan for its use before it is committed for private vehicle use in the form of EV charging equipment.

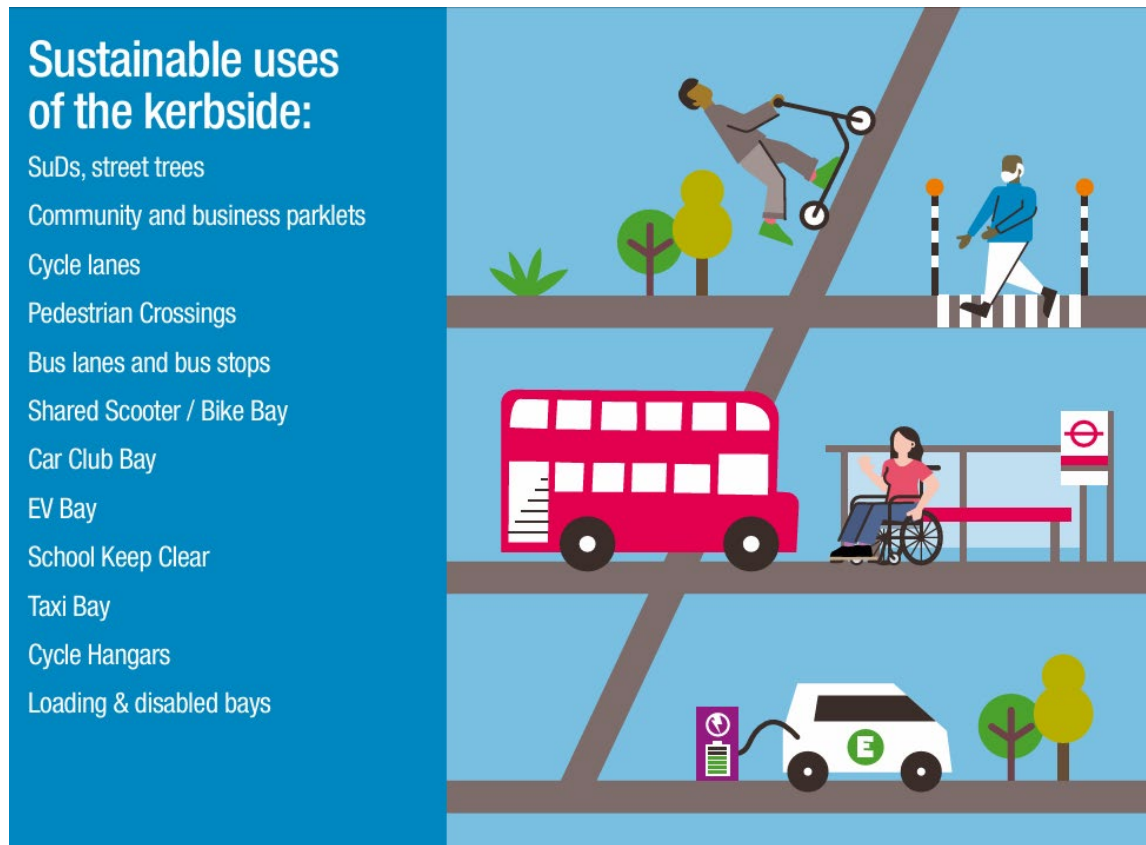
Kerbside strategy and space allocation

In any location the kerbside (the first two metres of carriageway from the kerb) may be more valuable facilitating pedestrians with a crossing, seating, shelter or recreation; facilitating cycling with a route or parking; as a micromobility or shared car bay; or for planting or sustainable urban drainage.

With these uses in mind, the Council committed in 11 February 2025 in its [Budget for 2025/26](#), £40,000 for the development of a Kerbside Strategy, which it is still yet to complete. The specific needs for each area also need to be considered.

We recommend that: **Any decision on this issue be paused until a kerbside strategy is in place, and other, higher priority uses are considered in each location.**

As a specific and timely example, right now, the Council is engaged in developing a Micromobility parking strategy and plan that will require kerbside space to implement for a greatly increased rental e-bike and e-scooter fleet. With no Kerbside Strategy, we can see no evidence that sufficient allowance has been made for the space that this will require.



Sustainable uses of the kerbside (source: [Lambeth Kerbside Strategy](#))

Pavements

For pavements, we note the guidance in Inclusive Mobility: “under normal circumstances, a width of 2000mm is the minimum that should be provided”. This standard also forms the basis of the current Oxfordshire Walking Design Standards. It is not a randomly chosen number, but based on the requirement for two people to walk comfortably side-by-side, and for two mobility-aid users to pass each other.

Pedestrians, we note again are the highest in the LTCP User Hierarchy.

Further, any reduction in width below 2 metres will impact worst those most disadvantaged in mobility, a direct breach of the Public Sector Equality Duty.

We conclude that: **No EV charger should be placed on the pavement, if a carriageway position is possible.**

And: **No pavement placement should reduce the available pavement below 2 metres.**

We are deeply concerned that the leaflet states that “Where EV chargers are installed on residential streets, these will be discrete and placed as considerably as possible, keeping

pavements free for walking and wheeling.” – where, in fact, this is not the case for most of these proposals.

Chargers where you need them most, with the least disruption possible

Where possible, EV chargers will be conveniently located in off-street hubs; where they are accessible 24/7 when you need them. Where EV chargers are installed on residential streets, these will be discrete and placed as considerately as possible, keeping pavements free for walking and wheeling.

Specific proposals

Deddington (Bull Ring) – CONCERNS. (a) there is a need for cycle parking near the centre of Deddington, as far as we can tell the only ‘public’ cycle parking is at the Health Centre and this is intended for health centre visitors and is not visible and is some distance from the market place. Some space in the Bullring or Market Place should be allocated to cycle parking as a higher priority than EV bays, based on LTCP priorities; (b) We can’t tell from the drawing exactly what is planned, but the chargers should not be placed on the ‘pavement’ in the car park, which will be used for loading, but on the ‘carriageway’.

Kidlington (The Phelps) – SUPPORT. We have a mild concern, but not enough to raise as a formal ‘Concern’. This is a residential area, and the houses have side gates, so will generally prefer cycle parking and visitors in their back gardens. The Charging equipment looks located in the parking bay, which is a good placement. Our concern is about perceived ‘ownership’ of the bays, as the residents of the houses nearest the bays may have a perceived ownership, but the bays will be most useful if all owners of electric cars can use them. Possessiveness over parking spaces can cause conflict and we note this as a potential issue, but not a reason not to implement this location. This will also apply to some of the other residential proposals.

Binsey Lane – We OBJECT because (a) there is a need for cycle parking and potentially micromobility parking here to serve Botley Road; (b) charging equipment could be placed in the carriageway; (c) the pavement width is not shown, but it looks like it may be reduced below 2 metres.

Cowley Road – We OBJECT (a) there is a need for cycle parking and potentially micromobility parking here; (b) the equipment should be in the carriageway if possible, to avoid blocking the pavement.

Cuddesdon Way – We OBJECT (a) there is a need for cycle parking and potentially micromobility parking here; (b) charging equipment could be placed in the carriageway; (c) the pavement is only 2.4m wide and the charging equipment is likely to restrict it to under 2 metres.

Hockmore Street – We OBJECT because (a) there is a need for cycle parking and potentially micromobility parking here; (b) charging equipment could be placed in the carriageway; (c) the pavement is only 2.0m wide so the charging equipment would certainly restrict it to under 2 metres.

Kings Cross Road – We OBJECT because (a) there is a need for cycle parking and potentially micromobility parking here; (b) charging equipment could be placed in the carriageway; (c) the pavement is only 1.6m wide so the charging equipment will restrict it far below the minimum acceptable.

Latimer Street – We OBJECT because (a) there is a need for cycle parking and potentially micromobility parking here; (b) charging equipment could be placed in the carriageway.

Salter Close – We have CONCERNS because (a) there is a need for cycle parking and potentially micromobility parking here. We think one of the bays should be used to provide for this.

Water Eaton Road – We OBJECT because (a) there is a need for cycle parking and potentially micromobility parking here; (b) charging equipment could be placed in the carriageway; (c) the pavement is in fact only 2.1 metres wide so the charging equipment will restrict it below the minimum acceptable.

Berinsfield (Green Furlong) – We SUPPORT the EV bays as the chargers are in the carriageway. But we are shocked that the neighbouring Abbey Sports Centre appears to have no cycle parking at all. Could this be remedied as part of this project, or by some other initiative?

Henley (Clements Road) – CONCERNS. The EV bays as the chargers are in the carriageway. However, the houses here look poorly set up for cycle parking. An assessment should be conducted, which may reveal the need for secure cycle parking, for example by providing one or more hangars.

Shrivenham (High Street) – We OBJECT because (a) charging equipment could be placed in the carriageway; (b) the pavement narrows to 2.2 metres, and is only 2.6 metres at an existing restriction, so the charging equipment will reduce the width below the minimum

acceptable of 2.0 metres unrestricted space and introduce an unnecessary chicane for pedestrians.

Bampton (Market Square) – We OBJECT because (a) the first consideration here should be to improving the ‘place’ value and sustainable transport options in this area. From LTCP, the particularly relevant policies are Policy 8 – Healthy Streets Approach, Policy 13 – Liveable neighbourhoods, Policy 33 – Parking management. Any changes to the market Place should also seek to deliver the objectives and actions proposed in the draft West Oxfordshire Lowlands Movement and Place Plan (WOLMAPP), which identifies Bampton as a place “where walking, wheeling, and cycling are not only viable but potentially preferable alternatives to car travel” and “To provide a variety of transport options within the West Oxfordshire Lowlands, bus prioritisation, and walking, wheeling, and cycling improvements may be required to provide viable alternatives to the car, that will in turn reduce congestion and provide further opportunities for improving sustainable travel this can be achieve though the proposed growth, but also through funding bids.” Locking in car parking at this point seems highly counter-productive to the Council’s agreed strategy. The WOLMAPP identifies Behaviour change initiatives, Public realm improvements, cycle parking, Mobility hubs and New car club and car share schemes as area-wide schemes that would potentially be better uses of this space than car parking.

Burford (Barns Lane) – We SUPPORT because (a) this placement will encourage parking on the edge of Burford, rather than travel through the centre; (b) there is no incursion onto any useful pavement.

Carterton (Hill View) – We OBJECT to the proposal because (a) charging equipment could be placed in the parking bays; (b) the pavement is under 1.9 metres wide, so the charging equipment would reduce it further below the minimum acceptable.

Eynsham (Mill Street) – We OBJECT to the proposal because (a) there is no on-street cycle parking here and this would be a valuable use to consider as part of kerbside strategy; (b) (a) charging equipment could be placed in the carriageway; (b) the pavement varies in width to under 2.5m metres wide, so the charging equipment would reduce it below the minimum of 2.0 metres.

Witney (Church Green) – We SUPPORT this location because there is cycle parking nearby, and the charging equipment does not obstruct any pavement. Consideration should be given to how disabled people would use charging equipment located on a verge.

Co-Chair
CoHSAT