

OFFICER DECISION
DIRECTOR OF TRANSPORT AND REGULATORY SERVICES

07 AUGUST 2024

**CONSIDERATION OF THE RESPONSES RECEIVED TO THE STATUTORY
TRAFFIC ORDER CONSULTATIONS TO INTRODUCE RENTAL E-BIKE BAYS IN
HOLLAND WARD.**

1 EXECUTIVE SUMMARY

- 1.1 The number of trips made by rental e-bikes has increased greatly in RBKC over the last few years. However, the parking of rental e-bikes on narrow footways can cause a nuisance, particularly where the footway is obstructed for those using wheelchairs or buggies. In 2023, the creation of designated rental e-bike bays provided users with clearly marked locations in which e-bikes could be left without causing an obstruction.
- 1.2 Between 6 March and 17 April 2024, the Council consulted on the introduction of a new batch of designated rental e-bike bays. Each site that was proposed was selected by the Council to plug gaps in the network of existing bays, or to provide relief to those existing bays that have proved very popular for rental e-bike users and are experiencing overspill of e-bikes into adjacent parking bays, or onto footways.
- 1.3 This report sets out the consultation responses received to the proposals in Holland ward, with a recommendation on how to proceed for each proposal.

2 RECOMMENDATIONS

- 2.1 Following consideration of all comments received, officers recommend that the Director of Transport and Regulatory Services proceed as set out in Table 1.

3 BACKGROUND

- 3.1 The parking of rental e-bikes on narrow footways can cause a nuisance to residents, particularly where the footway is obstructed for those using wheelchairs or buggies. In June 2023, the Council made a Key Decision to implement rental e-bike parking bays, and enter into a Memorandum of Understanding (MOU) with operators to ensure that all rental e-bikes be parked in marked bays. In September 2023, the Council introduced its first designated rental e-bike parking bays for use by e-bike hire operators and their customers, in existing parking bays across the borough.
- 3.2 In general, the creation of the bays has led to a marked reduction in the number of e-bikes left on pavements. However, some users are still opting to end rides on footways and officers have observed that some of the new designated bays have proved very popular for rental e-bike users, leading to some overspilling of the capacity of the bay (typically ten bicycles). The Council wishes to plug gaps in the network of existing bays to help address footway parking, and reduce overspill from existing e-bike parking bays.

4 CONSULTATION RESPONSES

- 4.1 From 6 March to 17 April 2024, the Council undertook consultation on introducing new rental e-bike parking bays at five locations in Holland ward. Residents living near the proposals received letters signposting them to the consultation and the consultation was available on the Council's online consultation and engagement hub. Local ward councillors, residents' associations and community groups were made aware of the consultations by email.
- 4.2 In total, 121 responses were received. Table 1 summarises the responses received and the recommendation on how to proceed. Of the five proposals, officers did not agree with the objections in respect of any of them and the reasons for this are set out in Section 5.
- 4.3 It is important to note that some respondents asked that their response be applied to every proposed location in the borough. This amounts to an objection to the principle of e-bike parking bays, and whilst people are free to express this position it is not strictly relevant to a consultation on specific sites. However, we have included responses from people who asked for their position to be applied to every proposal in the borough. This means that 12 objections, two 'support in part' and seven 'support in full' responses are not necessarily from residents local to each proposal. Total responses including these responses are indicated in brackets in Table 1. For administrative purposes, these responses and officer responses have been produced separately as Appendix 2. Some of the reasons for these whole-Borough responses also feature in the site-specific comments described in Section 5.

Table 1 – Summary of responses received.

Scheme	No. Objections	No. Support in Part	No. Support in Full	No opinion	Recommendation
S530a Lower Addison Gardens	2 (14)	1 (3)	0 (7)	0	Proceed
S530b Melbury Road	4 (16)	0 (2)	1 (8)	0	Proceed
S530c Napier Road	4 (16)	0 (2)	0 (7)	0	Proceed
S530d Oakwood Court	0 (12)	0 (2)	3 (10)	0	Proceed
S530e Upper Addison Gardens	0 (12)	1 (3)	0 (7)	0	Proceed

5 CONSIDERATION OF OBJECTIONS

- 5.1 Appendix 1 provides comments received from ward Councillors to the proposals.
- 5.2 Appendices 2 – 7 list the responses received to each location in full. Officer responses to the objections or 'support in part' responses are detailed below:

Loss of parking space

- 5.3 Some respondents were concerned at the loss of car parking space to accommodate an e-bike parking bay. Some respondents believed the loss of a parking bay would mean less parking available for tradesmen and deliveries.

Officer Response

- 5.4 The proposal has arisen following requests from residents to combat the nuisance and hazard that dockless rental e-bikes can cause on footways, particularly for people who have impaired vision or are using wheelchairs or buggies. In order to accommodate the number of bikes that are in circulation in the borough e-bike parking bays need to be at least the size of a car (one car parking space is five metres – providing space for ten dockless e-bikes). Most footways in the borough are not wide enough to accommodate a bay. Consequently, most e-bike bays need to be on the carriageway, usually in existing marked car parking bays (bikes parked on single yellow lines would normally risk causing an obstruction or affecting loading). This reduction in car parking is thus necessary in order for the e-bike operators and users to park the e-bikes in ways that do not obstruct pavements. There are just under 29,000 residents' parking spaces in the borough – far more than available pay-by-phone bays - so the 80 proposed bay conversions to dockless e-bike bays represents less than half of one per cent, if all proposals proceeded. In comparison, residents' permit numbers are around 14 per cent lower than they were in 2013. None of the proposals are to convert Pay by Phone visitor bays.

E-bikes left on footways/E-bike users do not return e-bikes to designated bays/There is no enforcement of e-bikes

- 5.5 Some respondents objected on the basis that e-bikes are often left on footways, even sometimes where designated parking bays are available, and this posed a hazard to pedestrians, particularly those using wheelchairs or pushchairs. Some commented that there is no enforcement of e-bikes, either against the operators or their customers.

Officer Response

- 5.6 The main objective of the e-bike bays is to help address the problem of rental bikes being left in inconvenient positions on footways. Whilst some users are still opting to end rides on footways, these riders are subject to increasing fines and in general, the creation of the bays has led to a marked reduction in the number of e-bikes left on pavements. The rental e-bike market is currently unregulated, and so, with the limited legal powers at its disposal to control this problem, the Council regards the provision of more e-bike bays as a crucial part of its efforts to keep e-bikes off pavements. The operators remain responsible for guiding customers to these bays - with warnings and fines in place for non-compliance - and for tidying of designated bays.

The road is too busy with numerous pedestrians and/or vehicles

- 5.7 Some respondents said that the proposals would add to congestion for pedestrians or vehicles already using the road. One respondent to the Melbury Road proposal said the road was too narrow to accommodate a rental e-bike parking bay.

Officer Response

- 5.8 There is no reason to think that the proposals will add to congestion any more than their current use as a parking space. Whilst some cyclists may opt to pick up and drop off from the footway side, this should take no more than a couple of minutes and is not expected to lead to congestion on the footway. As the proposed e-bike bays are

proposed where a car can currently park, there is no reason to believe that e-bikes parked in the proposed bays should affect traffic movement along the street any more than at present.

There is already a hire bike bay nearby

- 5.9 Some respondents said that there was no need for another e-bike bay as there was already either a dockless e-bike bay or Santander Cycle Hire docking station nearby.

Officer Response

- 5.10 Rental e-bike operators are clear that customers will be more likely to comply with designated e-bike parking bays if there is a reasonable density of parking bays so that a customer never has to walk too far to pick up or drop off an e-bike. The Council is keen to therefore increase the network of available bays. In some cases, this means introducing additional bays close to existing bays, where those bays have proved popular than others and are sometimes leading to overspill.
- 5.11 Whilst some customers may use bikes from multiple operators, including TfL's Santander Cycle Hire, many are loyal to one operator – in order to reduce the number of apps on phones for example. There are far fewer Santander Cycle Hire stations across the borough than there are dockless e-bike bays, and in turn far more journeys are made by dockless e-bikes than Santander Cycle Hire bikes. It follows that more bays are required for those operators, and that they are likely to be desirable near Cycle Hire bays as these were proposed near desirable locations to start or end cycle journeys.

Rental e-bikes are an eyesore/ bays will generate noise and/or anti-social behaviour

- 5.12 Some respondents objected on the basis that rental e-bikes diminish the visual appeal of neighbourhoods, potentially lowering property values and detracting from residents' enjoyment of the area by introducing increased noise and litter and visitors to the street. One respondent was concerned that schoolchildren would be using the e-bikes.

Officer Response

- 5.13 To a large degree, visual appearance is a matter of subjective taste. Some people may prefer a row of bicycles parked on-street than a car. Both types of vehicle are commonplace across London. There is no evidence that the presence of rental e-bike bays leads to lower property values, or an increase in litter. Whilst some increase in cyclists picking up or dropping off bikes can be expected, this should take no more than a couple of minutes and is not expected to lead to individuals loitering for a period of time.
- 5.14 E-bikes can only be hired out to those aged 18 and over, and therefore children are not permitted to rent an e-bike from either company operating within the Borough.

Poor behaviour by cyclists

- 5.15 Some respondents objected on the basis that cyclists exhibit poor behaviour such as cycling the wrong way on one-way roads, and cycling on pavements, or the behaviour of the people riding those ebikes

Officer Response

- 5.16 Whilst a small minority of people who cycle may exhibit poor cycling behaviour, this is not a reason to refuse to install rental e-bike parking, in the same way the Council would not refuse to provide car parking because a small minority of people who drive contravene traffic rules. In any case, whether or not the Council provides additional parking bays will not affect the number of dockless ebikes in circulation.

Install the e-bike bay in an alternative location

- 5.17 Some respondents suggested alternative locations. One respondent to the Lower Addison Gardens proposal suggested moving the site closer to the Santander docking station on Hansard Mews, close to the junction with Holland Road.
- 5.18 One respondent to the Napier Road proposal suggested moving the bay to the opposite road, on Addison Road, close to the junction with Melbury Road.
- 5.19 A respondent to the Oakwood Court proposal suggested adding an additional e-bike parking bay on the southern arm of Abbotsbury Road, directly outside the entrance to Holland Park.

Officer Response

- 5.20 It is not expected that a further round of consultation will be required using suggestions for alternative locations.
- 5.21 There is already an existing virtual footway bay on Hansard Mews, to the west of the Santander docking station. The proposed bay on Addison Gardens aims to create a coherent network, with its strategic location nearby key cycling routes.
- 5.22 The respondent to the Napier Road proposal suggested the bay on Addison Road as it is a single bay, however this bay is 15m long, enough to fit three vehicles. These bays are also located on a Red Route, and officers believe that the original proposal on Napier Road would be a safer location for users to start and end their e-bike journey.
- 5.23 Officers will add the proposal for an additional bay on Abbotsbury Road to a wider list of e-bike parking bay suggestions. If the Council chooses to consult on another round of e-bike parking bays, then this location will be considered.

Appendix 1: Ward Councillor Comments

No comments received

Appendix 2: Responses received from respondents wishing their responses to apply to all proposed locations in the Borough

Objection One

Thank you for your letter regarding e-bike parking bays and adding more of these to the area. However, I strongly feel this isn't going to stop people riding them just dumping the bikes and scooters and not returning them to the bays. Several times I have come out of my property to find Lime bikes just dumped right outside or under the Shepherds Bush underpass to name just two. It feels like it is a waste of money and resources to me.

Objection Two

I wish to object to these proposals which will reduce residents' parking in order to accommodate parking for ebikes.

This is further loss of amenity for residents and ratepayers, who are in real need of the use of vehicles and parking. We are a single car household and require a vehicle for business and family purposes. My partner's mother is 97 and immobile so requires a wheel chair and vehicle transport.

Please examine alternatives to accommodate bike parking such as the selective use of pavements and behavioural changes.

Objection Three

Please please stop spending any more money on bicycles – I am fed up with being nearly run over by the endless cyclists on the pavement along Holland Park Avenue. Why don't you spend the money on curtailing their dangerous route along a path supposedly for pedestrians. You are Always happy to promote the cyclists – why do pedestrians get so little support.

Objection Four (The Boltons Association)

I have been asked by the Executive Committee of The Boltons Association to contact you regarding both your general consultation for further rental ebike bays in RBKC and also your specific recent proposals for three further ebike bays in the Boltons Conservation Area.

Our view is that at least until RBKC and the rental ebike operators have managed successfully to control effectively the use of ebike riders, parking arrangements etc, we are opposed to the creation of any further ebike bays. We consider that creating new bays in the present highly unsatisfactory situation will merely promote further unwelcome externalities for local residents.

I should be grateful if our views could be taken into account when the respective consultation responses are considered.

Objection Five

As you are aware, electric vehicles present a serious health hazard.

For example, witness the E-bike explosion outside Buckingham Palace

E-bike 'explodes' outside Buckingham Palace

E-bike fires contribute to a long list of electric car fires, electric bus fires, and so on.

I strongly advise the Council to learn some basic battery chemistry and understand (a) the explosive potential of the ingredients of any Lithium ion battery and (b) the inherent instability of the internal battery membranes that prevent such thermal runaway.

Please keep E-bikes off the streets of Kensington.

Otherwise, it can only be a matter of time before the Council ends up with another type of "Grenfell Tower" problem on its hands.

Objection Six (Earl's Court Square Residents' Association)

We have reservations concerning this proposal.

This is due to issues with the existing ebike bay in Penywern Road.

We have been advised that ebikes are being left in and around the bay, i.e. on the pavement, in Residents' parking spaces including blocking an EV vehicle charging point.

In addition, we have been advised that one of the ebike companies arrive, move their competitors bikes out of the bay putting the competitors ebikes on the pavement etc. as above and then leaving their own ebikes in the designated bay.

It would appear there is no control or oversight on ebikes being dumped outside the designated bays.

Residents' are being told they will lose their Residents' Parking availability to an unruly ebike free-for-all nightmare.

Until reasonable oversight is in place we object to any further expansion of this scheme.

Objection Seven

I wish to object to any expansion of the e-Bike parking scheme until its efficacy is reviewed. People are not parking properly within them as there is no docking system as with the Santander bicycles, so the e-Bike parking area just becomes a jungle of toppled bikes which eventually spread into resident parking bays. I nearly tripped over a toppled bike which had ended up outside the bay over the weekend.

Objection Eight

In response to your consultation about installing multiple new e-bike Rental Bays across the Borough, I am totally opposed to the sheer scale of your proposals. I do not believe for one minute that this will help the problem of e-bikes scattered across pavements. The people who routinely dump bikes wherever they happen to finish their journeys will not be deterred from doing that by more rental bays, but more rental bays will vastly increase the number of people using these bikes and therefore misusing them. I have lost count of the number of times I have had to report bikes strewn across pavements near where I live in South Kensington, just metres from ample existing Rental Bays near the station. Even when a Rental Bay is available at the station, they still even dump bikes on the concourse, instead of parking them properly. In several cases that I have reported, it has clearly been the same offender, repeatedly leaving bikes in the same places, on side-street pavements in South Kensington, day after day. And this behaviour only appears to cease when I have apparently persuaded the relevant e-bike firm to block that user from renting their bikes.

Objection Nine

Reference your letter of March 6th you invited my thoughts on extended E- Bike Parking in London so here they are - based on living in Hans Road which already hosts too many Uber bikes!

In your note you indicated that additional parking is being considered for E bikes hopefully well away from Hans Road where we are more than fed up with their macho cycling behaviour and failure to park properly.

I experience their lack of consideration virtually every day whether it's riding down the pavements or not parking properly in the space provided behind Harrods. For whatever reason too many of them prefer parking individually across the entrances to the pavements of Hans Road or against the wall of the pavement leading to Hans Place - all of this in preference to the actual parking space even when space is available.

Almost every day I drag one of these bikes to the side to clear the pavement or crossing - otherwise it becomes too difficult for old folk or children to cross safely.

Some Uber riders clearly feel they are not subject to common standards and respect for other people which is why I am concerned about your plans to expand parking specially for Uber/e-bike users

I feel strongly that parking can only be increased if Uber can develop a financial system to ensure Uber riders have to pay for their parking space. I don't know how it can work but in today's techy world it doesn't seem impossible. Right now Uber riders apparently switch off when parked to avoid paying for the bike while not in use - perhaps a parking mode at a premium price can be introduced for e-bikes?

It seems to me that cars and motor bikes park in metered or designated areas and Red bikes have their numerous designated parking areas as well. But Uber riders seem to think they have the right to go anywhere and park anywhere without any consideration or responsibility to others.

I do feel strongly that Uber has to come up with ways to discipline/charge their riders with regard to parking before the Council offers further parking space - this must be a two way deal before anything further goes ahead

I hope this short note is helpful - it certainly encapsulates what my family and friends think.

Objection Ten

I object ebikes

Objection Eleven

Hello I do not agree on the addition of e-bike parking in this, or any location. Creating parking zones certainly encourages their use and their promotion by the e-bike companies. The consultation should first answer the question of whether residents want to encourage e-bike activity in the area! The answer would almost certainly be "no" given the way e-bikes are ridden and 'parked'. The parking designation does in no way prevent the e-bikes littering the surrounding areas.

Objection Twelve

I believe that these cycle hire boxes should not replace people's personal disabled parking bays as highlighted in some of the proposed locations, this is because the parking and poor management of these dockless bikes already causes much aggravation for people with disability and mobility issues as well as older members of our community. Given the large expansion we have seen recently of these dockless eBikes and the continued reckless nature with which they are used and parked in our communities the operators have not been held accountable enough and are not holding their customers accountable. I believe that the expansion of 80 more bays within our communities for these operators will lead to another expansion with more eBikes flooding our streets and creating hazards all for the gain of private companies, not our community. The borough should be ensuring that these companies are operating within clear rules and guidelines, controlling the size and placement of their fleet and reimbursing the community for the inconveniences caused by their operation. Only at that point should they be allowed to expand their reach further when it is clear they are responsibly and sustainably managing their current operation, otherwise the introduction of 80 new parking bays will not result in better distribution of their fleet but instead more bikes entering the streets of London and creating hazards and obstructions that local resident have to live with.

Support in Part One

Many users choose to park the bike they have just used in a place that is most convenient for them, so typically close to their home. This has the added advantage that if it is off the beaten track, there's a decent chance the bike will still be in situ when next required. In the Royal Hopsital ward there have been many instances of e-bikes being parked inconsiderately for other pavement users.

I am a cyclist myself, and think that anything that boosts cycle usage in London is to be applauded, but I can't see the incentive for people to use the dedicated parking spaces. So long as there is no penalty for parking away from a dedicated area the problem will persist.

[Additional Comments]

It was a general point - not specific to a particular parking bay. In the absence of any incentive or penalty surely people will continue to park where it is convenient, rather than going to the trouble of seeking out a parking bay and then walking to the final destination.

I accept that in areas like the Kings Road people may choose to use the parking areas, but once in the sidestreets I can't see why they would bother.

Support in Part Two

I think it would be better to have this rental bike bay at The Earls Court road end of Cope Place and use a pay by phone bay and not a resident bay. If you go ahead will you create a replacement resident bay near by. The same goes for all proposed bays all round our borough.

Support in Full One (WestWay Trust)

Please accept this as organisational response from the WestWay Trust to the consultation on rental e-bike parking bays. Our general comments of support refer to all the dockless bays in the proposal and specifically we support the following proposed cycle bay locations for the reasons outlined below;

- S529a Appleford Road
- S529b Cambridge Gardens
- S529c Elkstone Road
- S529d Murchison Gardens
- S529e Southern Row
- S529f Telford Road
- S525a Arundel Gardens
- S525b Basing Street
- S525c Colville Terrace - No. 31 Colville Gardens
- S525d Colville Terrace - No. 101 Ledbury Road
- S525e Stanley Crescent
- S531b Ladbroke Road
- S531c Lansdowne Walk
- S531d St John's Gardens
- S531e Swanscombe Road

Environmental well-being in North Kensington is one of the 3 pillars of our long-term strategy at Westway. The Trust fully supports the stated aim within the Councils Air Quality Action Plan of RBKC to "reduce the need for cars by promoting and making active travel such as cycling accessible and enjoyable". As a general comment providing convenient locations of dockless bays across the borough is important for making cycling accessible and providing good alternatives to car journeys. This is one important part of reducing air pollution in North Kensington and enabling healthier and more active lifestyles. This is an important part of addressing health inequalities that are exacerbated by air pollution and inactive lifestyles.

In support of the specific locations referred above, the Trust fully supports the increased provision of bays in the local vicinity. Firstly, locating these on the road carriageway reduces the potential conflict with pedestrians. Not only does it reduce pavement obstructions this also avoids the need or temptation for cycle hires to mount/ ride on pavements to access bays. Where a parking bay is lost, the benefits hugely outweigh the small impact of losing one parking space which can accommodate six or more bikes.

It is right that the council has been addressing inappropriately parked bikes that cause obstructions to pedestrians and welcome the combined efforts to ensure dockless cycle hire remains convenient and enjoyable to use. For dockless bikes to remain a viable choice, it is good to see RBKC recognising bays

are only as good as their convenience/ availability. The further people must travel to a dock the more likely they are to park it somewhere inappropriately and in long term undermines the desirability of rental bikes if they do not meet people needs when travelling. They are also an important part in meeting a clear need across neighbourhoods where most households do not have access to a car and do not necessarily have easy access to alternatives such as Santander docks for example. Cycling remains a key part of reducing car journeys and convenient dockless bays are a vital part of this.

We support the additional proposed locations especially around popular destinations such as Portobello Market, the WestWay estate, Notting Hill. It is an imperative to provide bays in and around popular destinations that are accessible and convenient especially for non residents who will not be familiar with local infrastructure.

These locations are much needed as local bays are noticeably congested with the existing bays evidently over subscribed and spilling over regularly into adjacent parking bays. They are also clearly regularly used with bays emptying in the morning and filling up towards the end of the day. Equally the continued instances of dockless bikes being left outside of designated bays indicates current provision is not meeting the growing need for conveniently located bays.

This proposal is the right thing to do in a borough striving to be greener, safer and fairer.

Thank you for taking the WestWays views into consideration

Support in Full Two (Better Streets for Kensington and Chelsea)

Please accept this as organisational response from Better Streets for Kensington and Chelsea

Better Streets fully supports all the proposed locations therefore please accept our response as applying to each individual proposed location in the consultation.

We support efforts to enable people to be more active when travelling in and around RBKC and making active transport as accessible as possible to everyone living, working, studying in or visiting the borough.

Locating these on the road carriageway reduces the potential conflict with pedestrians. Where a parking bay is lost, the benefits hugely outweigh the small impact of losing one parking space which can accommodate six or more bikes. In regards to the proposed Holland Park Avenue bay, we would suggest this ideally would be located on a nearby side street on the carriageway close to the junction with HPA to avoid increased pavement clutter.

Better Streets welcome the councils efforts to address inappropriately parked bikes that cause obstructions to pedestrians and welcome the combined efforts to ensure dockless cycle hire remains convenient and enjoyable to use.

The further people must travel to a dock the more likely they are to park it somewhere inappropriately and in the long term undermines the desirability of rental bikes if they do not meet people needs when travelling

These locations also address important gaps in current provision and improve accessibility in neighbourhoods and wards where most households do not have access to a car and may not necessarily have easy access to alternatives such as Santander docks for example. Cycling remains a key part of reducing car journeys and providing convenient dockless bays is an important part of offering attractive alternatives.

These locations are much needed as local bays are noticeably congested with many existing bays evidently over subscribed and spilling over regularly into adjacent parking bays. They are also clearly regularly used with bays emptying in the morning and filling up towards the end of the day. Equally the continued instances of dockless bikes being left outside of designated bays points to a gap in current locations and indicates current provision is not meeting the growing need for conveniently located bays close to where people want to travel to.

There remains a need to make dockless bays intuitive especially when not familiar with local area such as visitors. Increasing coverage is part of addressing this. We would suggest a dockless bay at every junction would improve how people use bays and reduce the need to hunt around for a bay when the apps prevent parking bikes outside of designated areas. There is also a need to improve mapping of these bays and visibility on map apps and in the real world (although regular bays at junctions would address much of this)

Support in Full Three

I have read the pdf with the proposed new docking bays. I have lived in Kensington for 41 years and know the majority of the streets where you are proposing docking stations. I am vehemently in favour of your proposals. It will encourage even more people to take up e-bikes and leave their cars at home. I use e-bikes all the time when they are near enough - they often are not. This will transform usage.

And there is a small chance that it will therefore the use of the ever-wider, ever-more polluting SUVs that blight our borough and our city. Whenever I pass Thomas's schools near me at arrival or departure time, at least one of them is idling its engine. Occupants are offended and aggressive when I tell them that is illegal. Every trip that one of them does not make is a small victory in the fight against air pollution, visual pollution, carbon emissions. (And entitlement....) Thank you for your work on this subject.

Support in Full Four

I wanted to provide a brief note of support for creating additional bays for e-bikes.

Weather permitting(!) I take an e-bike from the bay opposite #5 Cadogan Gardens frequently, as we currently live on Cadogan Gardens.

We also plan to move soon to [redacted]. We'd be supportive specifically of creating a bay [in] Victoria Road.

The only point of concern is that some users aren't as diligent in parking their e-bikes sensibly.

Some bays are also often overly full and have too many bikes parked together too closely. Particularly in windy weather, this can see e-bikes topple over and a full bay of them scattered like dominoes / litter on the ground.

Hopefully users and operators can do more to avoid this and the creation of more bays will alleviate this problem!

Support in Full Five

I am in favour of ALL of these proposals. Congratulations and thank you.

Support in Full Six

I favour any proposal which reduced the number of e-bikes clogging up our pavements. I support this and the other proposals in this consultation on condition that they will be accompanied by making it illegal to continue to leave e-bikes in the places in which they are currently being left.

Support in Full Seven

This consultation is rather odd! I'd like to make a general comment that there seem too few stations... and wonder why we can only comment on one location (or so it seems to now... the main thing is that one should easily be able when going from area to area to know where the nearest 'station is' and, as I have said, there seem to be too few!

Officer responses to objections

Loss of parking space / Use pay-by-phone bays instead of residents' bays

The proposal has arisen following requests from residents to combat the nuisance and hazard that dockless rental e-bikes can cause on footways, particularly for people who have impaired vision or are using wheelchairs or buggies. In order to accommodate the number of bikes that are in circulation in the borough e-bike parking bays need to be at least the size of a car (one car parking space is five metres – providing space for ten dockless e-bikes). Most footways in the borough are not wide enough to accommodate a bay. Consequently, most e-bike bays need to be on the carriageway, usually in existing marked car parking bays (bikes parked on single yellow lines would normally risk causing an obstruction or affecting loading). This reduction in car parking is thus necessary in order for the e-bike operators and users to park the e-bikes in ways that do not obstruct pavements. There are just under 29,000 residents' parking spaces in the borough – far more than available pay-by-phone bays - so the 80 proposed bay conversions to dockless e-bike bays represents less than half of one per cent, if all proposals proceeded. In comparison, residents' permit numbers are around 14 per cent lower than they were in 2013.

E-bikes left on footways/E-bike users do not return e-bikes to designated bays/There is no enforcement of e-bikes

The main objective of the e-bike bays is to help address the problem of rental bikes being left in inconvenient positions on footways. Whilst some users are still opting to end rides on footways, these riders are subject to increasing fines and in general, the creation of the bays has led to a marked reduction in the number of e-bikes left on pavements. The rental e-bike market is currently unregulated, and so, with the limited legal powers at its disposal to control this problem, the Council regards the provision of more e-bike bays as a crucial part of its efforts to keep e-bikes off pavements. The operators remain responsible for guiding customers to these bays - with warnings and fines in place for non-compliance - and for tidying of designated bays.

Rental e-bikes are an eyesore

To a large degree, visual appearance is a matter of subjective taste. Some people may prefer a row of bicycles parked on-street than a car. Both types of vehicle are commonplace across London. There is no evidence that the presence of rental e-bike bays leads to lower property values, or an increase in litter. Whilst some increase in cyclists picking up or dropping off bikes can be expected, this should take no more than a couple of minutes and is not expected to lead to individuals loitering for a period of time.

Proposals do not benefit residents

Rental e-bike operators are clear that customers will be more likely to comply with designated e-bike parking bays if there is a reasonable density of parking bays so that a customer never has to walk too far to pick up or drop off an e-bike. The Council is keen to encourage travel by more sustainable modes in line with Council policies relating to a cleaner, greener borough, improving air quality and reducing congestion. The Council will have access to data on the use of each bay and will therefore be able to identify and consider removing any bays that are poorly used.

Proposals should not replace people's personal disabled parking bays

None of the proposals are proposed in disabled parking bays.

Dangerous cycling

Whilst a small minority of people who cycle may exhibit poor cycling behaviour, this is not a reason to refuse to install rental e-bike parking, in the same way the Council would not refuse to provide car parking because a small minority of people who drive contravene traffic rules.

E-bike/e-scooters are fire hazards

The article quoted relates to a privately owned e-bike. The Council is unaware of any fires caused by rental e-bikes, however it is important to remember that the Council currently has no choice whether to have dockless e-bikes in the borough or not. The Council has no powers to prevent operators operating. Regulation to improve ebike safety can only be introduced by the Government.

There is no docking system so the e-Bike can topple over and spread into residents parking bays.

The Council has no powers to prevent operators operating, and no powers to force operators to operate under a docked model. The Council has decided not to introduce infrastructure in ebike parking bays (such as Sheffield stands) for streetscape and financial reasons. The operators remain responsible for tidying of designated bays and ensuring they are not over capacity.

Opposed to the principle of providing designated e-bike bays

Provision of designated e-bike parking bays is Council policy following a Key Decision¹ in June 2023. The Council has no plans to revoke this policy at the present time. Even if the Council did not provide designated e-bike bays, the e-bikes would remain on the Council's streets as it has no powers to prevent the companies operating.

¹ Key Decision 06363/23/T/AB Dockless Rental E-Bike Parking Bays - <https://rbkc.moderngov.co.uk/Committees/mgIssueHistoryHome.aspx?IId=4599&Opt=0>

Appendix 3: Responses received for proposed e-bike bay in Lower Addison Gardens

Objection One

Too many bikes! They dont respect pedestrians, it is very dangerous to even walk in the streets these days. NO MORE BIKES.

Objection Two

I have lived in Holland Ward for 40 years, and I write as an experienced cyclist in London. I used to cycle into work in Wapping and back every day for a decade.

The proliferation of pro-cycling schemes have been ill-thought through, and have already negatively affected the lives of pedestrians in this ward and across London. Cycling routes incorporated into pavements and at bus stops, confusing two-way routes on one-way roads, absolutely zero control or penalties for dangerous cyclists who exploit these routes, green areas dug up and paved for unsightly bays. We are now expected to live with inexperienced people on e-bikes, which are powerful machines that make no noise who will travel at much faster speeds on our pavements, ignoring all rules of both civility and law, with no police in sight whatsoever to enforce them. Please stop this stupidity. People who love cycling - as I do - and take it responsibly and seriously will continue to ride their own, privately owned bicycles safely and within the law. People who know nothing about bikes, cycling safely, the rules of the road, and don't care a jot about the safety of pedestrians, will take advantage of e-bikes, ride them irresponsibly on pavements and the road, and no one will apprehend them for it. I live on a street (a mews) with no pavement that is just by the proposed new e-bike bay. What you will do by installing these bays is make it dangerous for me to step outside my own front door. If something happens to anyone here as a result, I will hold you responsible for it.

Support in Part One

I support the installation of this street parking space, but not the location/position because here is rather hidden from public views, and it is right at the end of the rail bridge crossing which is a ramp, that means may bikers are cycling fast when they come down from the bridge to here. The parking space to be set in here is a bit unsafe. It would make sense if this parking space can be moved to the the other side of Hans Mews on the Holland Park roundabout side where Santander bikes' parking space is (or nearby it), it is a much safer and bigger space, and bikers can easily pick and choose whichever bike they want to hire or return.

Appendix 4: Responses received for proposed e-bike bay in Melbury Road

Objection One

Availability of resident parking in this area is already limited and hard to find. There are already many locations available for TfL cycles. Also, e-bikes are becoming safety nuisances at locations near parks and often used inside and around parks without clear rules of how to use them and clear responsibilities for the riders.

Before encouraging the use of e-bikes, clearer rules and protocols of use need to be engrained into users. The impact of their use on availability for resident parking spaces also needs to be considered.

Objection Two

This part of Melbury Road serves for parking for residents of Farley Court, which comprises 3 blocks of flats, 61 in all. We have our own off street car park with only 9 spaces on a first-come first-served basis which is nearly always full except in the middle of the day sometimes. The alternative is precisely this part of Melbury Road which you are suggesting removing from us, and the only place to park to unload shopping after a supermarket visit which is reasonably near the entrances to the 2 blocks facing Melbury Road. Please think again!

Objection Three

There is inadequate residents' car parking at peak times on Melbury Road. I strongly object to the installation of an on street bike parking space in this area.

Objection Four

I don't want any ebike parking on my road - this road is narrow enough we do not want to ebike parking space!

Support in Full One

Fully support

1. Convenient, easy to find and accessible bays much needed in neighbourhood
2. Bays are essential to address anti social pavement parking
3. Bays reduce potential conflict between pedestrians and hire users

4. Increased availability provides better transport choices for people and supports councils stated aim to enable more active travel and reduce car journeys
5. many households do not have a car in this area, a fairer approach to road space and kerb space is needed, 1 parking bay can accommodate up to 8 bike, this is a much better utility for 5 metre of suggested space
6. Suggested locations near junctions are very good and also increase visibility at junctions, all too often visibility is blocked by large vehicles parking too close to the junctions - this improves safety for pedestrians and cyclists

Appendix 5: Responses received for proposed e-bike bay in Napier Road

Objection One

[No comment supplied.]

Objection Two

We would like to object to the conversion of a parking bay on Napier Road flanking 60 Addison Road. Parking is already extremely limited on our small street even now, electric Lime bicycles are regularly crashed and kicked over by users, damaging the parked cars. Furthermore, there are many small children on our street who are often harassed and threatened by electric bicycle riders speeding on the sidewalks. We feel that increasing the intensity of e-bike traffic on our street may lead to serious injury. As such, we strongly object to a bay being introduced on our street.

Incidentally, there is a single RBKC parking space exactly on the opposite side of Addison Road (less than 20 metres away from the proposed location, at the corner to Melbury Road) that is rarely used that could be highly suited for such a bay.

Thank you very much for your consideration.

Objection Three

I am writing to object to the proposed dockless ebike bays on Napier Road.

We live [redacted] on Addison Road, and already it is increasingly difficult to find spaces within the vicinity of our house. I work in sport and have a fair amount of equipment, so both a car, and parking close to our home, is quite important. Furthermore, I can only assume that dockless ebikes are Lime or Dott bikes, which are notorious for being used illegally (either with multiple people, often school children, or not being properly paid for and making the dreaded clicking noise), and for being dumped haphazardly. We already frequently see Lime bikes scattering the pavements of RBKC, and even on the roads when it is windy - particularly near Holland Park - and a dockless bay in this location is a recipe for disaster. There are many one-way streets and no bike lanes, so I am certain that these bikes will be used on pavements, which is dangerous and antisocial. As soon as they are in common use in the area, walking the pavements will become hazardous, particularly for the older residents, or those with small children.

I hope that you take this objection seriously.

Objection Four

The proposal to create a dockless bike hire bay on the corner of Addison and Napier Roads is entirely inappropriate and will lead to traffic accidents.

Bikes dropped at the bay will spread out into the street. Cars and lorries entering Napier Road will swerve out to avoid them, putting at risk cyclists in the cycle lane on Napier Road. Cars parked on the opposite side of Napier Road will be scraped as cars and lorries try to avoid the cycles lying in the road.

Large lorries frequently enter Napier Road to deliver to Lonsdale further down the street or to cut back to Holland Road. These in particular will find the road obstructed by the bikes.

This is not the place for a dockless bike hire bay. It will lead to entirely foreseeable traffic accidents.

Appendix 6: Responses received for proposed e-bike bay in Oakwood Court

Support in Full One

This will be a great way to encourage active travel, reduce parking (which helps discourage unnecessary car travel), and reduce pavement clutter. I fully support this! I would only request that the car parking bay directly in front of the entrance to Holland Park on the south end of Abbotsbury Rd is also converted to e-bike parking. This would greatly increase visibility of the Southbound traffic lane for pedestrians exiting the park and wanting to cross the street - currently it's very dangerous.

[Additional Comments]

Please may I have more detailed information about the placement of the new e-bike parking bays? Specifically the one on Oakwood Court, as the unusual layout of the street makes it unclear just based on the description.

Thank you for your work in getting these put in - it really will make such a positive difference to the borough, both from a perspective of encouraging active travel, and for the reduction in obtrusive pavement clutter (which can cause unnecessary anti-e-bike sentiment).

Support in Full Two

[No comment supplied.]

Support in Full Three

SUITABLY PLACES ARE ESSENTIAL FOR CONVENIENCE AND TO AVOID LITTERING THE STREETS AND SHOULD BE MANDATORY FOR USERS
SOME VERTICAL SUPPORTS /STANDS ARE NECESSARY TO AVOID FALLEN BIKES IN HIGH WIND ETC

Appendix 7: Responses received for proposed e-bike bay in Upper Addison Gardens

Support in Part One

I support in principle parking bays for rental ebikes, but I would like clarity on how you will enforce usage of those bays. What penalties will e-bike users/companies face for non-compliance?