

OFFICER DECISION

DIRECTOR OF TRANSPORT AND REGULATORY SERVICES

23 JUNE 2023

CONSIDERATION OF THE RESPONSES RECEIVED TO THE STATUTORY TRAFFIC ORDER CONSULTATIONS TO INTRODUCE RENTAL E-BIKE BAYS IN ABINGDON 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 June 2023, the Council made a Key Decision to implement rental e-bike parking bays, and enter into a Memorandum of Understanding with operators to ensure that all rental e-bikes be parked in marked bays.
- 1.2 To assist rental e-bike operators in restricting their customers to the proposed parking bays, the Council needs to ensure they are reasonably well distributed so that a user never has to walk too far to pick up or drop off an e-bike. The Council has therefore consulted on creating 164 designated rental e-bike parking bays to help control where dockless bicycles can be parked.
- 1.3 This report sets out the consultation responses received to the proposals in Abingdon 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 and so the Council has proposed to create dedicated parking bays for use by e-bike hire operators and their customers in existing parking bays across the borough. This will allow the Council to bring more control to where bikes are parked and reduce the impact on pedestrians.

4 CONSULTATION RESPONSES

- 4.1 From 5 April to 17 May 2023, the Council undertook consultation on introducing rental e-Bike parking bays at four locations in Abingdon 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, 47 responses were received. Table 1 summarises the responses received and the recommendation on how to proceed.

Table 1 – Summary of responses received.

Scheme	No. Objections	No. Support in Part	No. Support in Full	No opinion	Comment	Recommendation
Lexham Gardens	3	3	7	0	0	Proceed
Logan Place	2	2	6	0	0	Proceed
Marloes Road	3	3	8	0	0	Proceed
Pembroke Gardens	0	1	9	0	0	Proceed

5 CONSIDERATION OF OBJECTIONS

5.1 Appendix 1 – 4 lists the responses received to each location in full. Table 2 below illustrates the main themes of the objections or 'support in-part' responses received.

Table 2 – Objections/support in-part responses by theme

Scheme	Loss of parking space	Use an alternative location	Enforcement of E-Bike Schemes	E-bikes left on footways	No evidence of need	Object to principle of rental e-bikes	Poor behaviour by cyclists	Other
Lexham Gardens	2	2	4	2	1	0	1	2
Logan Place	1	3	1	0	0	0	0	1
Marloes Road	3	0	2	1	0	1	0	2
Pembroke Gardens	0	0	1	0	0	0	0	1
TOTAL	6	5	8	3	1	1	1	6

5.2 Officer responses to the issues raised 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.

Officer Response

- 5.4 The proposal has arisen following requests from residents to combat the nuisance and hazard dockless rental e-bikes can cause, particularly for people who have impaired vision or are using wheelchairs or buggies. Boroughs that have introduced on-footway e-bike parking bays have found that they need to be at least the size of a car in order to accommodate the number of bikes that are in circulation (ten dockless e-bikes require a space similar to one car parking space). Most footways in the borough are either not wide enough to accommodate a bay this size or (due to other footway furniture such as cycle parking stands, Santander cycle docks, seating, planting, etc) or, where they are wide enough, do not have a sufficient clear space. Consequently, most bays will need to be on the carriageway. The borough's parking restrictions have evolved to the degree that where e-bike parking would be safe and not risk causing an obstruction will only be where cars can currently be parked in marked bays. This reduction in car parking is thus a necessary outcome if residents want the Council to control where dockless e-bikes can be parked. There are just over 29,000 residents' parking spaces in the borough – far more than available pay-by-phone bays - so the 164 originally proposed bay conversions to dockless e-bike bays represents around 0.5 per cent. In comparison, residents' permit numbers are around 4 per cent lower now than pre-COVID.

Install the e-bike bay in an alternative location

- 5.5 Some respondents suggested alternative locations. Two respondents to the Lexham Gardens proposal proposed alternatives. One respondent suggested converting part of the Santander docking station in Lexham Gardens, perceiving it to be usually empty. Another respondent proposed using a parking bay on Allen Street instead to have more evenly distributed e-bike parking bays.
- 5.6 Three respondents to the Logan Place proposal proposed alternative locations. One suggested using the space on the footway near Kensington Police Station or the wide pavement area on Cromwell Crescent. Two respondents suggested that the Logan Place proposal would inhibit use of a nearby garage and one of these respondents suggested using another residents' parking bay opposite Logan House.

Officer Response

- 5.7 The dockless rental e-bike operators are only willing to restrict their customers to the proposed parking bays if they are reasonably well distributed so that a user never has to walk too far to pick up or drop off an e-bike. Officers select each location with this objective in mind.
- 5.8 Santander Cycle Hire docking stations are owned and maintained by Transport for London. TfL has not expressed a wish to reduce the capacity of this docking

station and to do so would be more costly than conversion of a parking bay. It is noted that Cycle Hire stations are located where demand is expected to be high, and that frequently empty stations can indicate high usage i.e. bikes have been rented to undertake journeys – making the case that an e-bike parking bay would equally be well utilised in Lexham Gardens.

- 5.9 To ensure high compliance with parking of e-bikes in designated bays, officers agree that the bays should be evenly distributed, and Abingdon ward has fewer proposed e-bike parking bays than other wards. Officers intend to undertake a second round of consultation on e-bike parking bays at a later date which can include a proposal for Allen Street and Earl's Court Road (where Kensington Police Station is located).
- 5.10 As the proposed location on Logan Place is already utilised by vehicles as a parking bay, there is no reason to think that e-bikes parked at this location would be any more of a hindrance to using the nearby garages than vehicles currently parked.

Enforcement of rental e-Bike schemes

- 5.11 Some respondents objected to the proposals – or wanted more information – because they perceived that there is no enforcement of rental e-bike schemes and that the provision of designated parking bays for them may not achieve the intended outcome of reducing poor parking practices on footways.

Officer Response

- 5.12 Councils do not have the legislative power to effectively address the problem of rental e-bikes being left in inconvenient positions on footways. The Council expects to sign a Memorandum of Understanding with all operators, which would require all rental e-bike operators to specify a mandatory parking system for users, setting out a plan of how this will be enforced, incorporating warnings and fines.

Rental e-Bikes left on footways

- 5.13 Some respondents objected to the proposals on the basis that e-bikes are a nuisance and often left on footways.

Officer Response

- 5.14 The main objective of the e-bike bays is to address this problem of rental bikes being left in inconvenient positions on footways. The proposals are intended to provide designated parking spaces for rental e-bike customers and once implemented, the operators will be guiding customers to these bays, with warnings and fines in place for non-compliance.

No evidence of need

- 5.15 One respondent said that there was little or no evidence of e-bikes being left on pavements in Lexham Gardens, and that there was already a Santander Cycle Hire station nearby that was often empty.

Officer Response

- 5.16 People who hire dockless e-bikes currently end their journeys wherever they want so it is inevitable that not all bays will be where they are currently being left. In discussions with the businesses currently operating a dockless model, it is apparent that they will only move away from this model 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.
- 5.17 The Santander docking station nearby suggests around 700 hires per month from this location and officers expect that a rental e-bike bay would be popular at this location.

Object to principle of rental e-bikes

- 5.18 One respondent objected to e-bike rental schemes in principle, saying that they should be banned.

Officer Response

- 5.19 Councils have no powers to prevent dockless rental e-bike companies operating and ineffective powers to remove those left on streets where they cause a nuisance or a hazard. Whilst the Government has announced that legislation will be introduced to help control 'micromobility' rental schemes – including parking within designated areas – the Parliamentary Advisory Council for Transport Safety advised in March 2023 that this legislation may not be passed before the next general election (which could be as late as 2025). With that in mind, the proposals aim to begin introducing e-bike operators and their customers to the use of designated parking bays, and reduce the negative impacts of obstructive parking until formal legislation is introduced.

Poor behaviour by cyclists

- 5.20 One respondent objected to the proposal in Lexham Gardens on the basis that cyclists exhibit poor behaviour such as footway riding, riding in parks that do not permit cycling or cycling the wrong way on one-way roads.

Officer Response

- 5.21 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.

Other comments

- 5.22 Table 3 lists comments received sitting outside of the above themes, alongside officer responses.

Table 3 – ‘Other’ comments and officer responses.

	Comment	Officer Response
1	Delivery drivers such as those working for Deliveroo, Getir, Zapp etc should have identifying numbers on their delivery boxes so that any poor cycling behaviour can be reported. (Lexham Gardens proposal)	This response is out of scope of these proposals which would not be able to be used by cyclists working for delivery companies.
2	Queries whether the rental e-bike operators would pay a fee to use designated parking bays. (Logan Place proposal)	The principle of operators paying for access to designated bays has already been accepted. Rental e-bike operators will pay a contribution to the Council relating to the provision of designated parking bay. This figure is currently under consideration and will depend in large part on how many of the proposed designated bays proceed following consultation.
3	Scheme should be trialled in a couple of areas to see whether it works. [All proposals]	Since June 2021, the Council has been part of the London rental e-scooter trial which uses designated parking bays as the only places e-scooters can be parked. Officers have observed high compliance with parking of these vehicles and therefore believe that a similar approach can be adopted for rental e-bike parking bays, without the need for a further trial.

Appendix 1: Responses received for proposed e-bike bay in Lexham Gardens

Objection One

- 1) Further loss of on street residents parking in the immediate area. Spaces already lost to secure pedal cycle storage and electric vehicle charging spaces.
- 2) I question the necessity in this area. Little or no evidence of e bikes being left on pavements.
- 3) If this point is not accepted then opposite this location is a rental bike location with 19 docking stations most of which remain empty. Replacing part of this space (say a third), which extends to approximately 3 car spaces would satisfy this perceived demand.
- 4) How is this proposal to be enforced. High risk it will result in loss of on street space without removing the hazard.

Your interactive map does not allow me to comment on two locations, but these comments also apply to the proposal on Marloes Road south of the junction with Stratford Road. There is an underused rental bike station on Marloes Road about 150 metres to the north.

Objection Two

There need to be enforceable laws on the use of e-bikes whether rental or privately owned. These are being used irresponsibly:

- 1) driven on pavements. Since they are silent, this is very dangerous.
- 2) driven wrong way on roads
- 3) dumped anywhere and everywhere blocking doorways and pavements
- 4) driven in the parks on walkways which are clearly signed No Cycling

I do not support additional provision of rental e-cycles without legislation to ensure responsible use.

In addition, Deliveroo, Getir, Zapp and all the delivery companies that have delivery drivers on bicycles and e-bikes need to enable action against dangerous and reckless delivery cyclists. It would be easy to have every rider and every delivery box labelled with a large number. Then any cycle driven on pavements or wrong way on a street could be reported.

If you can't enforce any respect for pavement and road safety, you encourage the general feeling that the streets are lawless and increased crime.

Objection Three

There have been enough spaces allocated to bikes in recent years. Resident parking holders are losing spaces more and more and have to park streets away. We are paying for resident parking, and they are being eaten up by bikes. Not every person uses a bike and the allocation for bikes in the borough is ample. STOP allocating unnecessary spaces to bikes. We have already lost so many pay and display spaces to Boris bikes and Enough is Enough. Thank you.

Support in Part One

Could we move it for instance on Allen Street so that there are more evenly distributed?

Support in Part Two

I think it's important to have e-bike spaces however there are too many companies around central London and bikes are left all over the streets. This is a health and safety hazard for elderly, people with pushchairs and of course most importantly wheelchair users.

Support in Part Three

These comments apply to all the parking bays being converted to e-bike parking spaces. How will the new e-bike bays stop people leaving bikes anywhere on the pavement as they do now? What penalty will there be for people who continue to leave them on the pavement and how will it be levied? Shouldn't the hire companies be made responsible to go round and collect the bikes, as they know where they are? People may use the e-bikes for short journeys, I can't imagine people giving up their cars to use e-bikes. The loss of so many parking spaces will put even more strain on those that remain. People pay for their Residents' Permits and, already, more permits are sold than there are available spaces, so this proposal is not fair to them. In summary, those who leave their bikes where they get off them won't change their habits. Residents will be forced to struggle even more for parking, and the Council will continue to collect revenue from permits and fines from people who feel forced to park in empty or under-used e-bike bays. Rather than apply this scheme wholesale and risk a potentially expensive disaster, please trial it in a couple of areas first to see whether it actually works.

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

I am submitting this consultation response on behalf of Better Streets for Kensington and Chelsea (BS4KC), an organisation made up of RBKC residents also representing the views of people studying or working in the borough.

This response covers all the proposed locations for rental bike bays.

BS4KC welcomes and fully supports the proposals brought by RBKC to introduce dockless cycle hire bays in the carriageway across the borough. Dockless cycle hire bikes are providing convenient and sustainable travel options for many RBKC residents as well as those studying, working or visiting the borough. Their popularity is very much evident when walking down any street in the borough and these proposals rightly address some of the unintended consequences of dockless hire bike schemes. As such the proposals fully align with the RBKC plan of being a greener, safer and fairer borough;

1. Supporting and enabling greater use of dockless hire bikes as replacement for short car journeys is sustainable, improves local air quality and supports improving health and wellbeing
2. Providing dedicated parking bays off the pavement improves the safety for pedestrians and for those hiring bikes as they will have designated spaces
3. In a borough where the majority of households do not have access to a motor vehicle, meeting the needs of those wishing to not travel by car and repurposing some kerb space dominated by parked cars is fairer and goes towards meeting the needs of more RBKC residents and visitors

With the introduction of any new service there is a need to provide suitable infrastructure. It is recognised that dockless cycle hire bikes have in most places no designated parking provision therefore users usually leave them where their ride ends. Some make efforts to park the bike without causing obstruction however in most cases users do park the bikes on pavements (as do the hire companies in some cases). This invariably causes obstruction to pedestrians and impacts most on those who have mobility issues. On busy streets it causes pedestrian congestion with so much space taken up by cycle hire bikes (and other pavement clutter). Increasingly hire bike users are attempting to not cause obstructions on the pavement however there is no designated infrastructure for them so even the most well meaning users who leave the bikes between parked cars or in the carriageway also end up causing unintended inconveniences and risks. Designated cycle hire bays would address the vast majority of current issues associated with dockless hire bike schemes.

The proposals to create designated cycle hire bays on the carriageway are wholly appropriate to meet the needs of those wanting to make use of sustainable and healthy travel choices while managing the impact this has had to date on pedestrians and on pedestrian spaces.

The majority of households in the borough do not have access to a motor vehicle, in some wards this is the significant majority, therefore it is right for the council to be reviewing how space is effectively used to meet the travel needs of those who do not drive or choose not to drive short distances. At the moment the kerb space in residential areas is dominated by increasingly large motor vehicles, it is fair and proportionate that some of this space be designated for on street cycle bays.

Carriageway cycle bays:

1. Provide convenient designated locations for hire users
2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes
3. Addresses many of the concerns expressed by residents and others about the impact of dockless hire bikes on pavements and impact on pedestrians
4. Improve pedestrian experience and safety
5. Improve the safety for hire users using the carriageway at present for parking
6. Reduce conflict between pedestrians and cyclists (negating need to mount pavement to park bikes)
7. Alleviate the increasing instances where bikes are parked between cars or in carriage way by providing designated fit for purpose infrastructure
8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

A map of proposed locations would have been helpful to provide an easy view of coverage for proposed locations, some comments:

1. There should be extra provision for bays outside or near tube stations or busy connection points, often cycle hire is part of a multi-modal journey and providing convenient connection with public transport is important. It is also outside tube stations where dockless bikes are often left by companies and users in significant volumes, this causes significant pavement congestion.
2. Bays should also be conveniently located near schools, GP's, hospitals and other such places to enable greater short local journeys to be made by bike than driving
3. It should be the aim to have such bays on every road with a maximum walking distance to ensure cycle hire provision is convenient for everyone across the borough, user compliance will also increase if bays are easy to find and are visible

4. It would be good for bays to have residential cycle parking facilities adjacent with planting to improve kerbside space
5. The bays should have planting or bollards to clearly designate bays for cycle parking and provide protection for cycles parked in the bays and avoid vehicles encroaching, parking or stopping in such bays

BS4KC continues to raise the need for the council to provide safe cycle routes along main roads East-West and North-South road corridors, this is especially needed as the popularity of such hire schemes increases and more people choose to cycle.

We therefore fully support all the proposed locations listed in the consultation and do not consider any objections based on the concerns around car parking provision should impede the approval of any of these locations, the benefits significantly outweigh any perceived inconvenience to a small number of drivers who may need to find alternative car parking on occasions. Such concerns are mitigated by the sheer number of options open to car drivers at present through the generous resident permit scheme, PAYG bays and car parks located across the borough.

Support in Full Two

I am submitting this consultation response in a personal capacity.

This response covers all the proposed locations for rental bike bays.

I fully support the proposals brought by RBKC to introduce dockless cycle hire bays in the carriageway across the borough for the following reasons;

1. Provide convenient designated locations for hire users
2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes
3. Addresses many of the concerns expressed by residents and others about the impact of dockless hire bikes on pavements and impact on pedestrians
4. Improve pedestrian experience and safety
5. Improve the safety for hire users using the carriageway at present for parking
6. Reduce conflict between pedestrians and cyclists (negating need to mount pavement to park bikes)

7. Alleviate the increasing instances where bikes are parked between cars or in carriage way by providing designated fit for purpose infrastructure
8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

Support in Full Three

I support ANY location for ebike parking spaces. These bikes just tossed around all over the place are the bane of our lives and a serious hazard for wheelchair users, pushchairs and just pedestrians as a whole.

Support in Full Four

I think it is better to have designated spaces to leave these bikes rather than to have them littered all over the pavement causing pinch-points and trip/fall hazards. The City of London as done similar for quite a while and the bikes are much tidier yet still readily available, so this proposal works. Collaboration with the bike providers whereby GPS is used to charge people who leave them other than in designated areas incentivises compliance.

This is a general comment which applies to all of the proposed sites, but your consultation document insists on appending comments to one particular site. This has been appended to the site nearest to where I live but applies to all.

Support in Full Five

I support the installation of on street bike parking spaces in all the places proposed. The use of cars in RBKC should be reduced in any case.

Support in Full Six

[No comment supplied]

Support in Full Seven

[No comment supplied]

Appendix 2: Responses received for proposed e-bike bay in Logan Place

Objection One

As I understand it, this would involve the loss of a resident parking bay in an area where we already have a shortage of resident car parking. This space would be very close to the rear access gates to two blocks.

Specifically;

- * Marlborough Court Estate has 70 flats (no resident estate car parking)
- * Chatsworth Court Estate has 200 flats (22 resident estate car parking)
- * Courtleigh, Earl's Court Road - limited resident estate parking for flats
- * Lee House, 13 Logan Place - limited resident estate parking for flats
- * Logan Place, Logan House (flats) & Logan Mews all share parking on Logan Place

It is noticeable when parking bays are suspended. The loss of even one parking bay for cycles, when recently a nearby space was lost to a 'Bikehanger' bike unit. Pembroke Road & Earl's Court Road are already Red Routes so any loss of resident parking bays would have a negative impact on nearby parking. If anything, we need more resident parking bays. Often, they are full, especially in the evening.

As an alternative suggestion, there is space on pavements nearby at Kensington police station.

Also, wide pavement area on Cromwell Crescent SW5.

Objection Two

I reside in [redacted] Logan Place, directly opposite the proposed Rental EBike Parking Bay.

My property has a garage, but due to the narrowness of both the road and of the garage door and the turning circle of a vehicle, I am concerned that the proposal will make my access to, and egress from, the garage more difficult and dangerous, particularly if the bikes are not restrained in charging docs or racks and overflow the marked bay. This problem will also apply to most of my neighbours in [redacted] who have similar terraced houses with integral garages.

I suggest that the proposed E-bike bay is located further up Logan Place toward Cromwell Crescent, where the street does not contain garages, say opposite the new flats in Logan House which replaced the theatre, or opposite Garden Lodge, Freddy Mercury's previous house. I attach photos of two possible locations opposite Logan House which also have the benefit of being adjacent to the rear pedestrian access to all the flats in both Chatsworth House and Marlborough Court.

A safer solution to avoid the intense traffic at the Earls Court Road/ Cromwell Road junction may be to relocate the proposed E Bike Parking Bay across Earls Court Road, at the near end of Lexham Gardens.

[Additional Comments]

Further to a conversation with [redacted] on 15th May and my online submission (see attached email confirmation of receipt by RBKC), I attach photographs of more appropriate residential parking bays located opposite Logan House for your attention.

Support in Part One

I support cycling and on street ebike parking spaces and have no objection in principle to such a space in Logan Place near to my address.

However, the location proposed facing [redacted] Logan Place is not good because it is directly opposite a garage that is used regularly. There is already little turning room and any space wider than the current car parking bay or any bikes protruding beyond the designated ebike space will make it very, very difficult to access the garage.

There are other parts of the street that are a) wider and/or b) not opposite a garage that would provide a better location for an ebike parking space.

Support in Part Two

These comments apply to all the parking bays being converted to e-bike parking spaces. How will the new e-bike bays stop people leaving bikes anywhere on the pavement as they do now? What penalty will there be for people who continue to leave them on the pavement and how will it be levied? Shouldn't the hire companies be made responsible to go round and collect the bikes, as they know where they are? People may use the e-bikes for short journeys, I can't imagine people giving up their cars to use e-bikes. The loss of so many parking spaces will put even more strain on those that remain. People pay for their Residents' Permits and, already, more permits are sold than there are

available spaces, so this proposal is not fair to them. In summary, those who leave their bikes where they get off them won't change their habits. Residents will be forced to struggle even more for parking, and the Council will continue to collect revenue from permits and fines from people who feel forced to park in empty or under-used e-bike bays. Rather than apply this scheme wholesale and risk a potentially expensive disaster, please trial it in a couple of areas first to see whether it actually works.

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

I am submitting this consultation response on behalf of Better Streets for Kensington and Chelsea (BS4KC), an organisation made up of RBKC residents also representing the views of people studying or working in the borough.

This response covers all the proposed locations for rental bike bays.

BS4KC welcomes and fully supports the proposals brought by RBKC to introduce dockless cycle hire bays in the carriageway across the borough. Dockless cycle hire bikes are providing convenient and sustainable travel options for many RBKC residents as well as those studying, working or visiting the borough. Their popularity is very much evident when walking down any street in the borough and these proposals rightly address some of the unintended consequences of dockless hire bike schemes. As such the proposals fully align with the RBKC plan of being a greener, safer and fairer borough;

1. Supporting and enabling greater use of dockless hire bikes as replacement for short car journeys is sustainable, improves local air quality and supports improving health and wellbeing
2. Providing dedicated parking bays off the pavement improves the safety for pedestrians and for those hiring bikes as they will have designated spaces
3. In a borough where the majority of households do not have access to a motor vehicle, meeting the needs of those wishing to not travel by car and repurposing some kerb space dominated by parked cars is fairer and goes towards meeting the needs of more RBKC residents and visitors

With the introduction of any new service there is a need to provide suitable infrastructure. It is recognised that dockless cycle hire bikes have in most places no designated parking provision therefore users usually leave them where their ride ends. Some make efforts to park the bike without causing obstruction however in most cases users do park the bikes on pavements (as do the hire companies in some cases). This invariably causes obstruction to pedestrians and impacts most on those who have mobility issues. On busy streets it causes pedestrian

congestion with so much space taken up by cycle hire bikes (and other pavement clutter). Increasingly hire bike users are attempting to not cause obstructions on the pavement however there is no designated infrastructure for them so even the most well meaning users who leave the bikes between parked cars or in the carriageway also end up causing unintended inconveniences and risks. Designated cycle hire bays would address the vast majority of current issues associated with dockless hire bike schemes.

The proposals to create designated cycle hire bays on the carriageway are wholly appropriate to meet the needs of those wanting to make use of sustainable and healthy travel choices while managing the impact this has had to date on pedestrians and on pedestrian spaces.

The majority of households in the borough do not have access to a motor vehicle, in some wards this is the significant majority, therefore it is right for the council to be reviewing how space is effectively used to meet the travel needs of those who do not drive or choose not to drive short distances. At the moment the kerb space in residential areas is dominated by increasingly large motor vehicles, it is fair and proportionate that some of this space be designated for on street cycle bays.

Carriageway cycle bays:

1. Provide convenient designated locations for hire users
2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes
3. Addresses many of the concerns expressed by residents and others about the impact of dockless hire bikes on pavements and impact on pedestrians
4. Improve pedestrian experience and safety
5. Improve the safety for hire users using the carriageway at present for parking
6. Reduce conflict between pedestrians and cyclists (negating need to mount pavement to park bikes)
7. Alleviate the increasing instances where bikes are parked between cars or in carriage way by providing designated fit for purpose infrastructure
8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

A map of proposed locations would have been helpful to provide an easy view of coverage for proposed locations, some comments:

1. There should be extra provision for bays outside or near tube stations or busy connection points, often cycle hire is part of a multi-modal journey and providing convenient connection with public transport is important. It is also outside tube stations where dockless bikes are often left by companies and users in significant volumes, this causes significant pavement congestion.
2. Bays should also be conveniently located near schools, GP's, hospitals and other such places to enable greater short local journeys to be made by bike than driving
3. It should be the aim to have such bays on every road with a maximum walking distance to ensure cycle hire provision is convenient for everyone across the borough, user compliance will also increase if bays are easy to find and are visible
4. It would be good for bays to have residential cycle parking facilities adjacent with planting to improve kerbside space
5. The bays should have planting or bollards to clearly designate bays for cycle parking and provide protection for cycles parked in the bays and avoid vehicles encroaching, parking or stopping in such bays

BS4KC continues to raise the need for the council to provide safe cycle routes along main roads East-West and North-South road corridors, this is especially needed as the popularity of such hire schemes increases and more people choose to cycle.

We therefore fully support all the proposed locations listed in the consultation and do not consider any objections based on the concerns around car parking provision should impede the approval of any of these locations, the benefits significantly outweigh any perceived inconvenience to a small number of drivers who may need to find alternative car parking on occasions. Such concerns are mitigated by the sheer number of options open to car drivers at present through the generous resident permit scheme, PAYG bays and car parks located across the borough.

Support in Full Two

I am submitting this consultation response in a personal capacity.

This response covers all the proposed locations for rental bike bays.

I fully support the proposals brought by RBKC to introduce dockless cycle hire bays in the carriageway across the borough for the following reasons;

1. Provide convenient designated locations for hire users

2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes
3. Addresses many of the concerns expressed by residents and others about the impact of dockless hire bikes on pavements and impact on pedestrians
4. Improve pedestrian experience and safety
5. Improve the safety for hire users using the carriageway at present for parking
6. Reduce conflict between pedestrians and cyclists (negating need to mount pavement to park bikes)
7. Alleviate the increasing instances where bikes are parked between cars or in carriage way by providing designated fit for purpose infrastructure
8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

Support in Full Three

[No comment supplied]

Support in Full Four

I think it is better to have designated spaces to leave these bikes rather than to have them littered all over the pavement causing pinch-points and trip/fall hazards. The City of London as done similar for quite a while and the bikes are much tidier yet still readily available, so this proposal works. Collaboration with the bike providers whereby GPS is used to charge people who leave them other than in designated areas incentivises compliance.

This is a general comment which applies to all of the proposed sites, but your consultation document insists on appending comments to one particular site. This has been appended to the site nearest to where I live but applies to all.

Support in Full Five

I support the installation of on street bike parking spaces in all the places proposed. The use of cars in RBKC should be reduced in any case.

Support in Full Six

I support ANY location for ebike parking spaces. These bikes just tossed around all over the place are the bane of our lives and a serious hazard for wheelchair users, pushchairs and just pedestrians as a whole.

Appendix 3: Responses received for proposed e-bike bay in Marloe's Road

Objection One

This will take away from the parking spaces. Are e.-bikes really a good thing?

Objection Two

Fundamentally, we do not know why private e-bike companies are even allowed to operate in the borough or across London. We should work to develop and enhance public schemes like Santander cycles and ban private operators altogether. Generally, e bikes are also a significant nuisance blocking pavements and generally being used inappropriately. Given that many can reach significant speeds, we would also like to see licensing for users whether to track usage and/or monitor bad behaviour. The current free for all is damaging to our streets, our communities and people - affordable public options should be prioritised with appropriate regulations and safeguards.

Objection Three

- 1) Further loss of on street residents parking in the immediate area. Spaces already lost to secure pedal cycle storage and electric vehicle charging spaces.
- 2) I question the necessity in this area. Little or no evidence of e bikes being left on pavements.
- 3) If this point is not accepted then opposite this location is a rental bike location with 19 docking stations most of which remain empty. Replacing part of this space (say a third), which extends to approximately 3 car spaces would satisfy this perceived demand.
- 4) How is this proposal to be enforced. High risk it will result in loss of on street space without removing the hazard.

Your interactive map does not allow me to comment on two locations, but these comments also apply to the proposal on Marloes Road south of the junction with Stratford Road. There is an underused rental bike station on Marloes Road about 150 metres to the north.

Support in Part One

I cannot understand from the proposal documents whether it is intended that the providers of e-bikes will be charged for the parking facility. All other parking is charged to users (Santander I imagine by adjustment to subsidy) and the private profit at expense of public good needs to be moderated by a fee to bike providers and users (through the rental charged by provider). I want to be clear, and it is not at all

clear from RBKC's consultation documentation that the e-bike provider companies will be charged a cars worth of Parking Permit fee for each and every bay suspended. In addition to providing these bays I would like to understand if it is RBKC's intention to collect and carry away to a pound all bikes left other than in a bay - to be redeemed from pound at a substantial price that will be attributed by the bike supplier, through their software mapping of use and credit card record of hirers, to the offending bike user. The scattering of bikes has become as horrid and offensive as the scattering of fast food packaging through the borough.

Support in Part Two

Happy for new bike parking spaces (including, but not limited to, ebikes) where there is room on the pavement, but not where the idea is to take up a car parking space. There are too few already.

Support in Part Three

These comments apply to all the parking bays being converted to e-bike parking spaces. How will the new e-bike bays stop people leaving bikes anywhere on the pavement as they do now? What penalty will there be for people who continue to leave them on the pavement and how will it be levied? Shouldn't the hire companies be made responsible to go round and collect the bikes, as they know where they are? People may use the e-bikes for short journeys, I can't imagine people giving up their cars to use e-bikes. The loss of so many parking spaces will put even more strain on those that remain. People pay for their Residents' Permits and, already, more permits are sold than there are available spaces, so this proposal is not fair to them. In summary, those who leave their bikes where they get off them won't change their habits. Residents will be forced to struggle even more for parking, and the Council will continue to collect revenue from permits and fines from people who feel forced to park in empty or under-used e-bike bays. Rather than apply this scheme wholesale and risk a potentially expensive disaster, please trial it in a couple of areas first to see whether it actually works.

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

I am submitting this consultation response on behalf of Better Streets for Kensington and Chelsea (BS4KC), an organisation made up of RBKC residents also representing the views of people studying or working in the borough.

This response covers all the proposed locations for rental bike bays.

BS4KC welcomes and fully supports the proposals brought by RBKC to introduce dockless cycle hire bays in the carriageway across the borough. Dockless cycle hire bikes are providing convenient and sustainable travel options for many RBKC residents as well as those studying, working or visiting the borough. Their popularity is very much evident when walking down any street in the borough and these proposals rightly address some of the unintended consequences of dockless hire bike schemes. As such the proposals fully align with the RBKC plan of being a greener, safer and fairer borough;

1. Supporting and enabling greater use of dockless hire bikes as replacement for short car journeys is sustainable, improves local air quality and supports improving health and wellbeing
2. Providing dedicated parking bays off the pavement improves the safety for pedestrians and for those hiring bikes as they will have designated spaces
3. In a borough where the majority of households do not have access to a motor vehicle, meeting the needs of those wishing to not travel by car and repurposing some kerb space dominated by parked cars is fairer and goes towards meeting the needs of more RBKC residents and visitors

With the introduction of any new service there is a need to provide suitable infrastructure. It is recognised that dockless cycle hire bikes have in most places no designated parking provision therefore users usually leave them where their ride ends. Some make efforts to park the bike without causing obstruction however in most cases users do park the bikes on pavements (as do the hire companies in some cases). This invariably causes obstruction to pedestrians and impacts most on those who have mobility issues. On busy streets it causes pedestrian congestion with so much space taken up by cycle hire bikes (and other pavement clutter). Increasingly hire bike users are attempting to not cause obstructions on the pavement however there is no designated infrastructure for them so even the most well meaning users who leave the bikes between parked cars or in the carriageway also end up causing unintended inconveniences and risks. Designated cycle hire bays would address the vast majority of current issues associated with dockless hire bike schemes.

The proposals to create designated cycle hire bays on the carriageway are wholly appropriate to meet the needs of those wanting to make use of sustainable and healthy travel choices while managing the impact this has had to date on pedestrians and on pedestrian spaces.

The majority of households in the borough do not have access to a motor vehicle, in some wards this is the significant majority, therefore it is right for the council to be reviewing how space is effectively used to meet the travel needs of those who do not drive or choose not to drive short distances. At the moment the kerb space in residential areas is dominated by increasingly large motor vehicles, it is fair and proportionate that some of this space be designated for on street cycle bays.

Carriageway cycle bays:

1. Provide convenient designated locations for hire users
2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes
3. Addresses many of the concerns expressed by residents and others about the impact of dockless hire bikes on pavements and impact on pedestrians
4. Improve pedestrian experience and safety
5. Improve the safety for hire users using the carriageway at present for parking
6. Reduce conflict between pedestrians and cyclists (negating need to mount pavement to park bikes)
7. Alleviate the increasing instances where bikes are parked between cars or in carriage way by providing designated fit for purpose infrastructure
8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

A map of proposed locations would have been helpful to provide an easy view of coverage for proposed locations, some comments:

1. There should be extra provision for bays outside or near tube stations or busy connection points, often cycle hire is part of a multi-modal journey and providing convenient connection with public transport is important. It is also outside tube stations where dockless bikes are often left by companies and users in significant volumes, this causes significant pavement congestion.
2. Bays should also be conveniently located near schools, GP's, hospitals and other such places to enable greater short local journeys to be made by bike than driving
3. It should be the aim to have such bays on every road with a maximum walking distance to ensure cycle hire provision is convenient for everyone across the borough, user compliance will also increase if bays are easy to find and are visible
4. It would be good for bays to have residential cycle parking facilities adjacent with planting to improve kerbside space
5. The bays should have planting or bollards to clearly designate bays for cycle parking and provide protection for cycles parked in the bays and avoid vehicles encroaching, parking or stopping in such bays

BS4KC continues to raise the need for the council to provide safe cycle routes along main roads East-West and North-South road corridors, this is especially needed as the popularity of such hire schemes increases and more people choose to cycle.

We therefore fully support all the proposed locations listed in the consultation and do not consider any objections based on the concerns around car parking provision should impede the approval of any of these locations, the benefits significantly outweigh any perceived inconvenience to a small number of drivers who may need to find alternative car parking on occasions. Such concerns are mitigated by the sheer number of options open to car drivers at present through the generous resident permit scheme, PAYG bays and car parks located across the borough.

Support in Full Two

I am submitting this consultation response in a personal capacity.

This response covers all the proposed locations for rental bike bays.

I fully support the proposals brought by RBKC to introduce dockless cycle hire bays in the carriageway across the borough for the following reasons;

1. Provide convenient designated locations for hire users
2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes
3. Addresses many of the concerns expressed by residents and others about the impact of dockless hire bikes on pavements and impact on pedestrians
4. Improve pedestrian experience and safety
5. Improve the safety for hire users using the carriageway at present for parking
6. Reduce conflict between pedestrians and cyclists (negating need to mount pavement to park bikes)
7. Alleviate the increasing instances where bikes are parked between cars or in carriage way by providing designated fit for purpose infrastructure
8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

Support in Full Three

[No comment supplied]

Support in Full Four

Pleased to see there are plans to get rid of bikes scattered all over the place. I hope these will be well used.

Support in Full Five

[No comment supplied]

Support in Full Six

I support ANY location for ebike parking spaces. These bikes just tossed around all over the place are the bane of our lives and a serious hazard for wheelchair users, pushchairs and just pedestrians as a whole.

Support in Full Seven

I think it is better to have designated spaces to leave these bikes rather than to have them littered all over the pavement causing pinch-points and trip/fall hazards. The City of London as done similar for quite a while and the bikes are much tidier yet still readily available, so this proposal works. Collaboration with the bike providers whereby GPS is used to charge people who leave them other than in designated areas incentivises compliance.

This is a general comment which applies to all of the proposed sites, but your consultation document insists on appending comments to one particular site. This has been appended to the site nearest to where I live but applies to all.

Support in Full Eight

I support the installation of on street bike parking spaces in all the places proposed. The use of cars in RBKC should be reduced in any case.

Appendix 4: Responses received for proposed e-bike bay in Pembroke Gardens

Support in Part One

These comments apply to all the parking bays being converted to e-bike parking spaces. How will the new e-bike bays stop people leaving bikes anywhere on the pavement as they do now? What penalty will there be for people who continue to leave them on the pavement and how will it be levied? Shouldn't the hire companies be made responsible to go round and collect the bikes, as they know where they are? People may use the e-bikes for short journeys, I can't imagine people giving up their cars to use e-bikes. The loss of so many parking spaces will put even more strain on those that remain. People pay for their Residents' Permits and, already, more permits are sold than there are available spaces, so this proposal is not fair to them. In summary, those who leave their bikes where they get off them won't change their habits. Residents will be forced to struggle even more for parking, and the Council will continue to collect revenue from permits and fines from people who feel forced to park in empty or under-used e-bike bays. Rather than apply this scheme wholesale and risk a potentially expensive disaster, please trial it in a couple of areas first to see whether it actually works.

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

I am submitting this consultation response on behalf of Better Streets for Kensington and Chelsea (BS4KC), an organisation made up of RBKC residents also representing the views of people studying or working in the borough.

This response covers all the proposed locations for rental bike bays.

BS4KC welcomes and fully supports the proposals brought by RBKC to introduce dockless cycle hire bays in the carriageway across the borough. Dockless cycle hire bikes are providing convenient and sustainable travel options for many RBKC residents as well as those studying, working or visiting the borough. Their popularity is very much evident when walking down any street in the borough and these proposals rightly address some of the unintended consequences of dockless hire bike schemes. As such the proposals fully align with the RBKC plan of being a greener, safer and fairer borough;

1. Supporting and enabling greater use of dockless hire bikes as replacement for short car journeys is sustainable, improves local air quality and supports improving health and wellbeing
2. Providing dedicated parking bays off the pavement improves the safety for pedestrians and for those hiring bikes as they will have designated spaces

3. In a borough where the majority of households do not have access to a motor vehicle, meeting the needs of those wishing to not travel by car and repurposing some kerb space dominated by parked cars is fairer and goes towards meeting the needs of more RBKC residents and visitors

With the introduction of any new service there is a need to provide suitable infrastructure. It is recognised that dockless cycle hire bikes have in most places no designated parking provision therefore users usually leave them where their ride ends. Some make efforts to park the bike without causing obstruction however in most cases users do park the bikes on pavements (as do the hire companies in some cases). This invariably causes obstruction to pedestrians and impacts most on those who have mobility issues. On busy streets it causes pedestrian congestion with so much space taken up by cycle hire bikes (and other pavement clutter). Increasingly hire bike users are attempting to not cause obstructions on the pavement however there is no designated infrastructure for them so even the most well meaning users who leave the bikes between parked cars or in the carriageway also end up causing unintended inconveniences and risks. Designated cycle hire bays would address the vast majority of current issues associated with dockless hire bike schemes.

The proposals to create designated cycle hire bays on the carriageway are wholly appropriate to meet the needs of those wanting to make use of sustainable and healthy travel choices while managing the impact this has had to date on pedestrians and on pedestrian spaces.

The majority of households in the borough do not have access to a motor vehicle, in some wards this is the significant majority, therefore it is right for the council to be reviewing how space is effectively used to meet the travel needs of those who do not drive or choose not to drive short distances. At the moment the kerb space in residential areas is dominated by increasingly large motor vehicles, it is fair and proportionate that some of this space be designated for on street cycle bays.

Carriageway cycle bays:

1. Provide convenient designated locations for hire users
2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes
3. Addresses many of the concerns expressed by residents and others about the impact of dockless hire bikes on pavements and impact on pedestrians
4. Improve pedestrian experience and safety
5. Improve the safety for hire users using the carriageway at present for parking

6. Reduce conflict between pedestrians and cyclists (negating need to mount pavement to park bikes)
7. Alleviate the increasing instances where bikes are parked between cars or in carriage way by providing designated fit for purpose infrastructure
8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

A map of proposed locations would have been helpful to provide an easy view of coverage for proposed locations, some comments:

1. There should be extra provision for bays outside or near tube stations or busy connection points, often cycle hire is part of a multi-modal journey and providing convenient connection with public transport is important. It is also outside tube stations where dockless bikes are often left by companies and users in significant volumes, this causes significant pavement congestion.
2. Bays should also be conveniently located near schools, GP's, hospitals and other such places to enable greater short local journeys to be made by bike than driving
3. It should be the aim to have such bays on every road with a maximum walking distance to ensure cycle hire provision is convenient for everyone across the borough, user compliance will also increase if bays are easy to find and are visible
4. It would be good for bays to have residential cycle parking facilities adjacent with planting to improve kerbside space
5. The bays should have planting or bollards to clearly designate bays for cycle parking and provide protection for cycles parked in the bays and avoid vehicles encroaching, parking or stopping in such bays

BS4KC continues to raise the need for the council to provide safe cycle routes along main roads East-West and North-South road corridors, this is especially needed as the popularity of such hire schemes increases and more people choose to cycle.

We therefore fully support all the proposed locations listed in the consultation and do not consider any objections based on the concerns around car parking provision should impede the approval of any of these locations, the benefits significantly outweigh any perceived inconvenience to a small number of drivers who may need to find alternative car parking on occasions. Such concerns are mitigated by the sheer number of options open to car drivers at present through the generous resident permit scheme, PAYG bays and car parks located across the borough.

Support in Full Two

I am submitting this consultation response in a personal capacity.

This response covers all the proposed locations for rental bike bays.

I fully support the proposals brought by RBKC to introduce dockless cycle hire bays in the carriageway across the borough for the following reasons;

1. Provide convenient designated locations for hire users
2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes
3. Addresses many of the concerns expressed by residents and others about the impact of dockless hire bikes on pavements and impact on pedestrians
4. Improve pedestrian experience and safety
5. Improve the safety for hire users using the carriageway at present for parking
6. Reduce conflict between pedestrians and cyclists (negating need to mount pavement to park bikes)
7. Alleviate the increasing instances where bikes are parked between cars or in carriage way by providing designated fit for purpose infrastructure
8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

Support in Full Three

I agree with the plans. Good idea.

Support in Full Four

[No comment supplied]

Support in Full Five

Anything that will stop bikes and scooters abandoned on pavements is a good thing.

Support in Full Six

Will be useful for both visitors and local residents alike - I fully support it. These will be helpful for neighbours and visitors alike.

Support in Full Seven

I support ANY location for ebike parking spaces. These bikes just tossed around all over the place are the bane of our lives and a serious hazard for wheelchair users, pushchairs and just pedestrians as a whole.

Support in Full Eight

I think it is better to have designated spaces to leave these bikes rather than to have them littered all over the pavement causing pinch-points and trip/fall hazards. The City of London as done similar for quite a while and the bikes are much tidier yet still readily available, so this proposal works. Collaboration with the bike providers whereby GPS is used to charge people who leave them other than in designated areas incentivises compliance.

This is a general comment which applies to all of the proposed sites, but your consultation document insists on appending comments to one particular site. This has been appended to the site nearest to where I live but applies to all.

Support in Full Nine

I support the installation of on street bike parking spaces in all the places proposed. The use of cars in RBKC should be reduced in any case.