

**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  
BROMPTON AND HANS TOWN 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 Brompton and Hans Town 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 nine locations in Brompton and Hans Town 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, 78 responses were received. Table 1 summarises the responses received and the recommendation on how to proceed. Officers did not agree with the objections in respect of eight of the nine sites with objections or support in part responses and the reasons for this are set out in Section 5. Officers do accept the safety concerns regarding the echelon bay in Halsey Street and therefore recommend not to proceed with the proposed e-bike parking bay at this location. Following consultation, the ward Councillors for Brompton and Hans Town asked that officers not proceed with the location at Donne Place.

**Table 1 – Summary of responses received.**

<b>Scheme</b>	<b>No. Objections</b>	<b>No. Support in Part</b>	<b>No. Support in Full</b>	<b>No opinion</b>	<b>Comment</b>	<b>Recommendation</b>
Basil Street	2	1	5	0	0	Proceed
Cadogan Square	2	2	6	0	0	Proceed
Donne Place	4	1	6	0	0	Do not proceed
Egerton Gardens	0	1	5	2	0	Proceed
Egerton Terrace	1	2	6	0	0	Proceed
Exhibition Road	0	1	6	0	0	Proceed
Halsey Street	2	2	7	0	1	Do not proceed
Hans Road	0	1	5	0	0	Proceed
Lowndes Square	1	1	5	0	0	Proceed

## **5 CONSIDERATION OF OBJECTIONS**

- 5.1 Appendix 1 – 9 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	No evidence of need	E-Bikes should be closer to commercial areas	Increase noise and nuisance	E-Bikes on footway/not in designated bay	Increase in littering	Increase risk to motorists & pedestrians	Other
Basil Street	0	1	1	0	1	2	1	1	1	1
Cadogan Square	1	1	1	0	1	1	0	0	2	5
Donne Place	4	3	1	0	1	1	0	3	1	3
Egerton Gardens	0	0	0	1	0	0	0	0	0	1
Exhibition Road	0	0	0	0	0	0	0	0	0	1
Egerton Terrace	0	0	0	0	0	0	2	0	0	1
Hans Road	0	0	0	0	0	0	0	0	0	1
Lowndes Square	0	1	0	0	0	0	1	0	1	2
<b>TOTAL</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>13</b>

5.2 Officer responses to the issues raised are detailed below:

**Loss of parking space**

5.3 Some respondents objected due to the loss of car parking space required 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. One respondent to the Basil Street proposal suggested moving the bay to Pavilion Road.
- 5.6 A respondent to the Cadogan Square proposal suggested numerous alternative locations on Pont Street including one adjacent to the Santander Cycles docking station, and two pay-by-phone bays.
- 5.7 Three respondents to the Donne Place proposal suggested converting a motorcycle bay on Draycott Avenue into an e-bike parking bay. These respondents also suggested converting a section of a taxi rank on Sloane Avenue as an alternative. One of these respondents suggested moving the bay to Ixworth Place, in close proximity to an island with cycle stands.
- 5.8 A respondent to the Lowndes Square proposal suggested moving the bay to an alternative location but did not identify a location in their response.

### Officer Response

- 5.9 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 to fulfil this constraint.
- 5.10 The e-bike parking bay proposed in Basil Street would serve users visiting and travelling to Knightsbridge, particularly Harrods. It would not be possible to move the parking bay to the northern section of Pavilion Road as this would remove either a doctor bay or bays currently used for alfresco dining.
- 5.11 The Cadogan Square proposal would convert one parking bay into an e-bike parking bay in a safe location just off a busy B-road. The location proposed would grant users sufficient space to safely continue their journeys onwards towards Knightsbridge and Sloane Square. The location suggested adjacent to the Santander Cycles docking station is made up of pay-by-phone parking bays, which are extremely limited within the borough. Converting a pay-by-phone bay to an e-bike parking bay would further restrict visitors and non-resident permit holders.

- 5.12 The Donne Place proposal would serve the bustling shopping and dining districts of Brompton Road and Walton Street. The suggestions to replace a motorcycle bay with e-bike parking would restrict motorcycle parking facilities for residents and visitors, including delivery drivers that work in this area.
- 5.13 Furthermore, removing a section of the taxi rank on Sloane Avenue would limit the accessibility of transport serving the area. The taxi ranks are strategically located outside a shopping district to serve customers, visitors and residents continue their journey onwards. The respondent has also commented stating that they do not see taxis parked in these bays. However, TfL would almost certainly resist loss of taxi parking.
- 5.14 As previously mentioned, pay-by-phone parking is extremely limited in the borough so officers believe that moving the bay to Ixworth Place would also attract objections.

#### **E-bike parking should be installed in commercial areas**

- 5.15 Some respondents to the Basil Street, Cadogan Square and Donne Place proposals suggested that e-bike parking bays be installed in commercial areas, as opposed to residential streets.

#### Officer Response

- 5.16 The Council aims to create a widely distributed network of e-bike parking bays across each of its ward, ensuring that e-bike users can easily locate bays to start and end their journeys within the borough. The proposed bays in Cadogan Square and Basil St will be beneficial for those travelling to Knightsbridge and Sloane Square, and the Donne Place proposal will serve those travelling to Brompton Road.

#### **Enforcement of the rental e-bike scheme**

- 5.17 Some respondents objected to the proposals 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

- 5.18 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 and not in designated parking bay**

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

### Officer Response

- 5.20 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**

- 5.21 One respondent to the Egerton Gardens proposal said that no parking areas should be introduced as it is very inconvenient. Another respondent to the Halsey Street scheme said that they never see e-bikes left in the area, so there is no need for designated e-bike parking bays.

### Officer Response

- 5.22 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. Installing e-bike parking in Egerton Gardens and Halsey Street would strengthen this network, providing locations across Brompton and Hans Town ward for e-bike users to start and end their journeys. However, as described in Section 4.2, officers recommend that we do not proceed with the Halsey Street proposal.

### **Increase of noise and nuisance**

- 5.23 Two respondents to the Basil Street proposal objected on the grounds that the proposed e-bike bay would create excess noise outside their homes.
- 5.24 One respondent to the Cadogan Square proposal said that a bike bay would generate significant noise from its users and groups.
- 5.25 Lastly, one respondent to the Egerton Gardens proposal said that the e-bike bay would attract unwelcome foot traffic and noise.

### Officer Response

- 5.26 There is no evidence to suggest that the presence of rental e-bike bays lead to an increase in noise and nuisance. The operation of starting and ending a hire is very quiet, as is the use of e-bicycles. However, officers can monitor any reports of the above and take action accordingly with the operators following installation.

### **E-bike rentals pose an increased risk to motorists and pedestrians.**

- 5.27 One respondent to the Basil Street proposal stated that there are risks associated with bikes riding on local pedestrianised streets, such as Hoopers Court and the area formed by the closure on the junctions of Basil Street and Sloane Street. One respondent from the Cadogan Square proposal also stated that cyclists ride on the footway and increase the risk to pedestrians on the walkway.
- 5.28 One respondent to the Cadogan Square proposal stated that as the bikes are dockless, there is an increased risk of them tipping over and causing injury to pedestrians and damage to parked vehicles. They have also said that this could increase the risk to motorists driving through Cadogan Square. Two further respondents to the Halsey Street proposal both said that e-bikes could encroach into the road which presents a safety hazard to passing vehicles.
- 5.29 Lastly, a respondent to the Lowndes Square proposal stated that there have been accidents resulting from the presence of e-bikes and e-bike parking bays, however they have not provided further details. At the time of the consultation, there were five e-bike parking bays in Kensington and Chelsea, all of which were on the footway.

Officer response

- 5.30 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.
- 5.31 E-bike operators will be required to sign a Memorandum of Understanding with the Council which will require all e-bike suppliers to specify a mandatory parking system to users. The operators must set out a plan of how this will be enforced, incorporating warnings and fine (for example, if users abandon their e-bike outside of a designated bay, the timer that started when they initiated the rental will keep running on the app, which means the user will keep paying, as well as receive a fine once the operator has determined that the user failed to end their ride in a designated bay). The existing rental e-scooter trial uses this system and experiences high levels of parking compliance across the trial area. Data sharing will ensure that the Council can scrutinise e-bike parking compliance and penalise operators who under-perform in managing their fleets.
- 5.32 There is no evidence of e-bike parking bays resulting in collisions with motorists. However, the Council would not refuse an e-bike parking bay on such grounds as parked cars essentially pose a similar threat.

**Other comments**

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

*Table 3 – ‘Other’ comments and officer responses.*

Comment	Officer Response
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1	<p>There is already a bike rental stand around the corner from Donne Place on Sloane Street in front of Daylesford and the bikes are never all used so there doesn't appear to even be a need for rental bikes in the area.</p> <p>There is a large cycle stand around the corner already where there are always bikes available.</p> <p>(Two respondents to the Donne Place Proposal)</p>	<p>The Santander Cycle Hire bicycles are owned and maintained by Transport for London and are separate to the e-bikes parking bays that are referenced in this report. The Council is aiming to have a network of e-bike parking bays accessible to users that is evenly distributed in each ward. It should be noted that the majority of Santander cycle hire vehicles are not electric, and so the rental e-bike parking bays can provide a cycling solution for those looking to undertake longer journeys – or who need the assistance e-bikes can offer.</p>
2	<p>Increased risk because vehicles turn at speed onto Cadogan Square from Pont Street and there is no clear line of sight. (Cadogan Square Proposal)</p>	<p>Motorists are required to adhere to local speed limits and to ensure that they are aware of hazards that could present themselves whilst driving. The Council would not decide against installing a parking bay because some drivers contravene traffic laws, and the same is the case for an e-bike parking bay. There is also a clear line of sight from Pont Street turning into Cadogan Gardens.</p>
3	<p>Cyclists would contravene one way restrictions more than they already do. (Cadogan Square Proposal)</p>	<p>There is no evidence that supports the idea that the installation of e-bike parking encourages poor cycling behaviour or increases the number of those cycling against one-way road restrictions any more than providing car parking leads to poor driving behaviour.</p>
4	<p>The map does not provide sufficient detail to see where the e-bike parking space would be. (Cadogan Square Proposal)</p>	<p>The map displayed the proposed e-bike parking bay in a bright blue, showing its positioning within the local area. Traffic order notices also detailed a written description of the location.</p>
5	<p>Proposed bay directly outside residence of elderly resident impacts accessibility to the home. (Cadogan Square Proposal)</p>	<p>The Cadogan Square proposal seeks to covert one parking bay at the end of Cadogan Square, by the Pont Street junction. This bay will not be directly outside the main entrance of the residence. There is ample car parking available directly outside and opposite this entrance, further along Cadogan Square and across the road. As this bay is already used for car parking, even if it were directly outside of a residence, there</p>



		is no reason to believe that using it for bicycles will cause any more of an obstruction to the elderly resident than at present. If the respondent is concerned about access to a parked vehicle, other parking bays will remain available that are closer to the entrance to the respondents front door than this proposal.
6	There is now no vehicular drop off point outside the building which is detrimental to the residents of the building. (Lowndes Square Proposal)	There are numerous alternative bays in Lowndes Square that can be utilised by local residents.
7	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 Basil Street

### Objection One

The installation of an e-bike parking bay will create noise and disturbance outside a residential block of flats, where people's bedroom windows are exactly next to the bike parking. There are plenty of other spaces for this parking on Pavillion road, where an existing residents parking bay is located.

I am [represent] Basil Mansions and have the support of all residents (42 flats) in this matter. Why create such a disturbance to residents. Is RBKC here to support the well GL being of residents or the profit of private companies that own these bikes. The location selected is totally inappropriate and we do not wish this to proceed as there are alternative parking bays that can be used that would not cause a disturbance to residents. Basil St is already overburdened with trucks and traffics, why does RBKC what to add to this havoc.

There is an alternative location for the e-bike parking station on Pavilion Road that would not disturb residents. Why should RBKC want to go ahead with this, I do not understand. RBKC should have the well-being of its residents in mind, not the profitability of privately owned companies that own and rent these e-bikes.

Please do not proceed with this proposed installation in the location chosen.

### Objection Two

As Chairman of Lincoln House (Basil St) Ltd, and on behalf of the 48 Leaseholders in a residential mansion block in Basil St., London SW3 1AW, I would like to register the following objection to the proposed location of an e-bike parking bay at the end of Basil St., SW3.

The primary reasons for our objection are;

1. The Bikes will likely end up in an untidy overcrowded location with rubbish being piled into the baskets and then spilt onto the pavement when a new renter takes over the bike. That is the current experience at the corner of Basil St. and Pavillion Rd.
2. The noise factor associated with the human traffic using such a bay and its close proximity to residential apartments. Particularly in the evening.
3. The genuine risks associated with bikes being ridden to/from the bay on nearby pedestrianised pavements. I.e Hoopers Court and the area to be formed by the permanent closure of Basil St. at the Sloane St. intersection.

We would encourage Council to choose a location nearer to commercial outlets where there is a) a higher volume of need for such transport, b) there is adequate space to avoid the risk of accidents with pedestrians, and c) the responsibility for maintaining a clean environment is with, and can be managed by, the commercial operators.

We appreciate your consideration of this objection.

### 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 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.

## Appendix 2: Responses received for proposed e-bike bay in Cadogan Square

### Objection One

Bicycles are used by many bicyclists to drive on pavements and are serious danger to pedestrians.  
There is no police officers to stop bicyclists from using pavements to ride bicycles.

Bicyclists do not have insurance and or number plate and thus it is very difficult to identify bicyclists who do not follow the rules.

Generally, many bicyclists ride their bikes in a manner that is selfish and shows no respect to pedestrians.

### Objection Two

[Redacted] CADOGAN SQUARE - FORMAL LETTER OF OBJECTION TO PROPOSAL RELATING TO THE SITING OF DOCKLESS BICYCLE BAYS  
We are solicitors instructed by the owner of [redacted] which is a family home. We have been instructed to write to you on his behalf to formally object to the proposal currently being consulted on to convert 5 metres (16ft) of residents' parking to a dockless bicycle bay on the east side of Cadogan Square outside [Redacted] Cadogan Square (the "Cadogan Square Proposal").

We understand that it is proposed that the Cadogan Square Proposal be effected pursuant to the following orders to be made by the Royal Borough of Kensington and Chelsea ("RBKC") under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) ("the Act"):

The Kensington and Chelsea (Free Parking Places, Loading Bays and Waiting, Loading and Stopping Restrictions) (Amendment No. \*) Order 2023 and The Kensington and Chelsea (Charged-For Parking Places) (Amendment No. \*) Order 2023 (the "Orders").

Our client strongly objects to the Cadogan Square Proposal. We set out below the collective grounds of our client's objection and the related factors relevant to the objection.

Issues affecting members of the public.

The first grounds of objection affect members of the public as a whole and are as follows:

Vehicles that turn into Cadogan Square from Pont Street are often travelling at speed with the driver having a reduced line of sight because of the turning and therefore there would be a risk of collision between such vehicles and cyclists using the proposed dockless bicycle bay potentially resulting in serious injury to drivers, passengers, cyclists and bystanders.

Bicycles already go the wrong way down Cadogan Square (as evidenced by the attached photograph) and this would only be encouraged by installing a dockless bicycle bay at the proposed location resulting in an increased chance of serious injury arising and further breaches of the Highway Code.

In addition, the bicycles (being dockless) could fall over and such fall could result in:

o damage to surrounding vehicles;

o damage to oncoming vehicles if such fall is into the main thoroughfare of Cadogan Square; and

o injury to members of the public whether arising by reason of such fall or by reason of a bicycle being on the ground following such fall.

Issues affecting our client and his family

The second grounds of objection relate to our client's rights and those of his family being infringed and are as follows:

At present, our client, who is 78 years old, is able to park outside his home. This enables him to enter and leave his home via a short walk over the pavement and to enter and leave his vehicle safely. Family members of our client are able to do the same. This accessibility is of essential importance to older members of the family and our client's grandchildren who are under the age of 2 and therefore require car seats and buggies and those who are caring for the grandchildren need sufficient space to get such equipment and the grandchildren in and out of vehicles.

□ The Cadogan Square Proposal would impact upon the available parking outside [redacted] Cadogan Square and therefore reduce the accessibility of our client's home to him and his family. No other resident of Cadogan Square would be affected in a similar way and therefore our client is disproportionately affected by the Cadogan Square Proposal.

□ In addition, the Cadogan Square Proposal may cause nuisance to our client in relation to which he may well have a legal right of action bearing in mind that a dockless bicycle bay would be very unsightly as the bicycles would not be placed in any order and (as mentioned above) being dockless could fall over and also that significant noise could emanate from the users of the bicycles particularly from group users.

RBKC's statutory duty

As you will be aware, RBKC has a statutory duty pursuant to Section 122 of the Act to exercise its functions under the Act (including making the Orders) so "as (so far as practicable having regard to the matters specified in [Section 122(2) of the Act]) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway". One of the matters specified in Section 122(2) of the Act is "the desirability of securing and maintaining reasonable access to premises".

In light of the various grounds of objection set out above including those which relate to public safety and the accessibility of our client's home, we do not consider that RBKC can implement the Cadogan Square Proposal in compliance with its statutory duty.

Alternative locations

We have articulated various concerns in this letter, however, in case it is helpful we set out on the attached plans to this letter possible alternative locations for your consideration as shown in red.

The location on the main Pont Street thoroughfare is adjacent to the Santander cycles docking station (which is shown in blue on the attached plan) and therefore would seem to be the most appropriate location. The two locations on Pont Street (being locations where there is currently paid parking) would also have the advantage of not reducing the number of parking bays which are available to residents which, as you are aware, are already in limited supply across RBKC.

The possible alternative locations are a very short distance from your existing proposed location and importantly they do not disadvantage people from accessing their homes as they either adjoin the main Cadogan Square Garden or a row of trees in the case of the Pont Street locations and furthermore these alternative locations would appear to be safer.

Next steps

We trust that, for the reasons given above, RBKC will not proceed with the Cadogan Square Proposal pursuant to the Orders or otherwise and will consider utilising one of the alternative locations that we have identified.

If RBKC does proceed with the Cadogan Square Proposal notwithstanding our client's objections and a member of the public suffers an injury or damage as a result of the issues identified in this letter, this will no doubt be taken into account as part of any claim against RBKC by an affected party.

In addition, if RBKC does proceed with the Cadogan Square Proposal notwithstanding our client's objections, our client intends to exercise all of the legal rights available to him to prevent the Cadogan Square Proposal being implemented (including challenging the Orders).

### **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 Part Two**

The map does not provide sufficient detail to enable me to see exactly where the ebike parking space would be. However, I think that these spaces should be nearer to places where another form of transport is easily available, which is obviously not the case with Cadogan Square.

### **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
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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**

[No comment supplied]

### **Support in Full Five**

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 Six**

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 3: Responses received for proposed e-bike bay in Donne Place

#### Objection One

- There are already not enough car parking spaces for residents on Donne Place due to the KX gym and other restaurants and shops in the vicinity.
- There is a potential danger to the cyclists given that Donne Place is a narrow cul de sac street with delivery vans and builders constantly backing down and manoeuvring to get out of the street onto Draycott Avenue. The bike stand has potential to further clog the street up.
- There is already an issue with the rubbish situation/ fly tipping at the entrance to the street exactly where the proposed bike stand will go. Concerned that this might get even more out of control at that end of the street if bike renters start to leave rubbish there too (there are no bins in the area).
- There are many more suitable places in the vicinity where the bike rental stand could be installed that wouldn't impact a small residential street, e.g. outside of KX on Draycott Avenue (or numerous other spots on Draycott Avenue) or in front of the old Conran's building on Sloane Street.
- Lastly there is already a bike rental stand around the corner from Donne Place on Sloane Street in front of Daylesford and the bikes are never all used so there doesn't appear to even be a need for rental bikes in the area.

#### Objection Two

Many thanks for running this consultation - it's a great plan to put formalised e-bike and e-scooter parking bays in the borough to help with discarded vehicles being left in inappropriate places.

With specific reference to the proposed parking bay on Donne Place - we strongly oppose the proposed positioning of this space. This is because:

- Donne Place is a quiet, no through road, residential street. We already contend with fly tipping issues in the location where the proposed parking bay would be located (outside Bamford on Donne Place) such that removing a residents parking bay and replacing it with an area for e-vehicles to be effectively "dumped" will further encourage rubbish to be discarded in this area. Equally, it is likely to encourage additional unwelcome foot traffic, noise and the e-vehicles themselves are unsightly.
- There are already significant proposed developments on Draycott Avenue that will remove residents parking bays from exactly this spot such that we really cannot afford to lose any further parking bays on Donne Place to accommodate e-vehicles. Moreover, it is likely that if the e-vehicle bay is full, people will dump the overspill onto Donne Place which will be a nuisance (and potentially fill the remaining residents parking spaces).
- Donne Place is a purely residential street that is being increasingly encroached on by local businesses. Changing a residents parking bay (that are already in short supply) to an e-vehicle bay further erodes the use of Donne Place by residents in favour of commercial interests.
- More constructively, there are numerous more suitable spots nearby e.g., on Draycott Avenue (including potentially as part of the proposed development to this precise area - which currently will include bike railings etc.) for this e-vehicle parking bay. For example, outside KX (converting one of the two existing motorcycle bays there into an e-vehicle bay), or alongside the current bike railings on Ixworth Place next to Fusalp, etc. These would be a great compromise as moving the e-vehicle parking bay somewhere close but not on Donne Place would mean it's very proximate to the proposed location, but located on what are already commercialised areas.

#### Objection Three

It is a quiet, narrow residential street with very limited residential parking. The presence of the KX gym and the various restaurants and shops in the immediate vicinity means that it is very difficult to find a residents parking spot for the Donne Place residents in the area already.

The removal of several more spots will add to the problem.

There are more suitable spots available in the area i.e. in front of KX gym. In front of the old Conran building where there is a taxi area and where I have never seen a taxi ....

Also, there is a large cycle stand around the corner already where there are always bikes available.

I have also noted that where the bike stands are there is usually a lot of litter accumulated.

Finally, Donne Place is a very narrow street, where it adjoins Draycott Avenue is always busy with traffic manoeuvring in or out ..or backing out of the street as delivery trucks can't turn around or cars searching for parking have to back out so I don't think this is a suitable spot for cyclists (many with little experience or helmets or safety awareness to be renting bikes from).

Please rethink this location.

#### **Objection Four**

Donne Place is a narrow residential cul de sac street. The residents already experience extreme difficulty finding parking due to the visitors to the many shops, restaurants, KX gym etc. in the vicinity. Additionally, there are always log jams on the street from delivery vans backing up which would be dangerous to cyclists. There are many more suitable places for bicycle parking spaces in the near vicinity that would be safer and not clog up a residential street, e.g. in front of the KX gym on Draycott Avenue or where the taxi bay (which is not in used by taxis) in front of the old Conran's on Sloane Avenue. That proposed corner of Donne Place has already become a rubbish fly tipping area as there are no bins and I am concerned that the cyclists will also leave rubbish behind.

[Additional Comments]

I am a resident of Donne Place, which is a very quiet residential street. The residents already struggle to find available parking spaces due to the shops and restaurants in the immediate vicinity such as Daylesford and members of the KX gym parking in our street. I am extremely concerned that the new rental bike parking bay at the end of the street will force the visitors to the area to park further down the street and make even less parking spaces available for residents of the street. Additionally, we already suffer from a problem with rubbish being left in our streets. I fear that a rental parking bay will attract more debris and rubbish that renters leave behind as there are no bins in the vicinity.

I think a far more sensible location for the rental bike parking bay would be in the taxi rank in front of the old Conran's building on Sloane Avenue. In my many years living in this area I have literally never seen a taxi in that taxi rank. It is a much wider non-residential street. Alternatively, another ideal location would be the motorbike bay in front of the KX gym. I truly do not understand why a rental bicycle bay would be installed in a quiet residential street. I find it extremely distressing.

Thank you in advance for taking the residents views into account.

#### **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
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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
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**Support in Full Three**

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**Support in Full Four**

[No comment supplied]

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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.

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**Support in Full Six**

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 Egerton Gardens

##### Support in Part One

These comments apply to all the parking bays being converted to e-bike parking spaces.

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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.

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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

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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.

**No Opinion One**

[No comment supplied]

**No Opinion Two**

No parking areas should be introduced at all. Very inconvenient.

## Appendix 5: Responses received for proposed e-bike bay in Egerton Terrace

### Objection One

Most e bikes are abandoned in Egerton Gardens from no's 20-75 approx. not in Space indicated in Egerton Terrace.

### 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 Part Two

I am concerned about location and whether it will cause obstruction to the pavement.

Also concerned about policing the scheme - will there be a penalty for bikes that are not parked in designated areas?

### 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
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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**

Should eliminate more on street car parking for other bike parking not just for rentals. Don't need my neighbourhood full of cars from outside the city every day. We live and pay council taxes here and can't park our bike anywhere.

**Support in Full Five**

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 Six**

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 6: Responses received for proposed e-bike bay in Exhibition Road

### 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
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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**

It looks as if it's going to be the nearest one to S. Ken station. I do not use an e-bike, but I think people may need a lot more parking in the vicinity of the station. But there is already parking for ordinary bikes, so it'll probably be fine.

### **Support in Full Five**

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 Six**

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 7: Responses received for proposed e-bike bay in Halsey Street

### Objection One

Never see e bikes left around here so no need for a designated space being implemented.

### Objection Two

The proposed bay S448 is inappropriate in this “echelon” space (i.e. sticking out into the road at 90 degrees to the traffic direction). This means: (a) it could be a safety hazard for passing vehicles, as bikes left higgledy-piggledy in this space would be more likely to spill out into the middle of the road; (b) the mess of bikes would be more prominent and more of an eyesore; (c) it would mean the loss of a resident’s parking bay.

More generally it is debatable whether e-bikes are more of a nuisance left around odd places in the borough as they are at present, but never for very long, or left in one place, which would look horrible all the time for those living nearby. At least the proposed site is not in front of anyone’s windows.

The Milner Street Area Resident’s Association (MISARA) has been in touch with the Councillor responsible (Cllr Cen Kemahli) and suggested that, if an e-bike bay is really necessary there, it should be made parallel with the street direction (as for a normal parking space) using the currently wasted 2m length of single yellow line between the motorcycle bay and the two existing residents’ echelon bays. If more kerb length is needed, then the two existing residents’ echelon bays could be moved up and narrowed a bit (while keeping them), as they are wider than standard. This would be tidier and a more efficient use of space. It would also be safer and less of an eyesore, as well as saving a resident’s parking bay. A diagram showing this was sent to Cllr Kemahli on 20 April 2023, and he responded saying it was a much better idea.

Of course, we would rather not have an ugly e-bikes bay here at all. If there is really a need for the bay here, it should be with the improved layout suggested.

[Additional Comments]

Thank you for the communications we have received on the proposed new e-bike cycle bays.

I am writing to you at the suggestion of Cllr Walaa Idris with a possible improvement to the proposed e-bike parking bay in northernmost residents’ echelon bay in Halsey Street (ref S448(g)).

Unlike other proposed e-bike bays in the area, it would be in a echelon parking space – i.e. at 90 degrees to the road (see picture below). This would mean that bikes would be left further out in the road (more likely to be hazardous to passing traffic) and make it more prominent and ugly in this listed street. It also means (as with other bays) the loss of a resident’s parking space.

By using the space a bit more efficiently, it would be much tidier to put the e-bike parking in a space parallel to the street direction, and I hope without even the loss of a resident’s bay. It would also look much better, tucked in next to the existing motorcycle parking bay.

I attach a diagram showing how this might work.

I would very much if possible to talk to someone at RBK&C who is responsible for the parking bay layouts to go through this and make sure we have the best layout.

I look forward very much to hearing from you.

[Additional Comments]

Yes, please can you include the emails below (with the photo in our email, plus the attached diagram with our suggested layout) in the responses to the consultation, to be treated as a comments.

[Additional Comments]

Thank you for the response to our suggestion on the layout of the proposed e-bike bay in Halsey Street (ref S448(g)).

On the last comment in the email below: yes, we agree that the current 2m yellow line is wasted space, which is why we have suggested it is incorporated (with additional space) into the proposed e-bike bay. (See our proposed layout attached.)

If you have any questions or other points on our suggestion, please feel free to email or call

### **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 Part Two**

The proposed bay S448 is inappropriate in this "echelon" space (i.e. sticking out into the road at 90 degrees to the traffic direction). This means: (a) it could be a safety hazard for passing vehicles, as bikes left higgledy-piggledy in this space would be more likely to spill out into the middle of the road; (b) the mess of bikes would be more prominent and more of an eyesore; (c) it would mean the loss of a resident's parking bay.

I agree with the comments made by The Milner Street Area Resident's Association (MISARA) as below:

The Milner Street Area Resident's Association (MISARA) has been in touch with the Councillor responsible (Cllr Cen Kemahli) and suggested that, if an e-bike bay is really necessary there, it should be made parallel with the street direction (as for a normal parking space) using the currently wasted 2m length of single yellow line between the motorcycle bay and the two existing residents' echelon bays. If more kerb length is needed, then the two existing residents' echelon bays could be moved up and narrowed a bit (while keeping them), as they are wider than standard. This would be tidier and a more efficient use of space. It would also be safer and less of an eyesore, as well as saving a resident's parking bay. A diagram showing this was sent to Cllr Kemahli on 20 April 2023, and he responded saying it was a much better idea.

Of course, we would rather not have an ugly e-bikes bay here at all. If there is really a need for the bay here, it should be with the improved layout suggested.

### **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**

Full support for the proposal as such, the number and density of the parking bays, and the location of the one close to Milner Street

### **Support in Full Five**

Providing pavement is wide enough.

### **Support in Full Six**

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 Seven**

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.

**Comment One**

Thank you very much for sending these over. Our son is registered disabled with a blue badge (and purple one) and we do tend to park there for the extra space - these are larger spots than usual - so getting in and out is easier for him there, so it is just good to consider these plans in detail. We live [redacted], which is [redacted] on Halsey Street. We haven't needed to request a permanent disabled space for him as it stands, but while essentially supporting the idea of the e-bike parking we would just like to consider the plans in detail from a practical point of view.

## Appendix 8: Responses received for proposed e-bike bay in Hans Road

### 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
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### **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 has 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.

## Appendix 9: Responses received for proposed e-bike bay in Lowndes Square

### Objection One

We act on behalf of Lowndes Square Management Company Limited (represented by Motcomb Estates Limited) as the long leasehold owner of [redacted] Lowndes Square, London, SW1.

A parking bay for dockless bikes has been sited immediately outside the entrance to [redacted] Lowndes Square, as shown on the image enclosed with this letter. The location of the parking bay, being so close to the entrance of [redacted] Lowndes Square is dangerous and presents a safety hazard to residents and visitors of the building. As you will see from the image enclosed, the footway adjoining the parking bay is very narrow and with bikes being left on the pavement access to and egress from the building is dangerous. In addition, there is now no vehicular drop off point outside the building which is detrimental to the residents of the building.

There have been accidents resulting from the presence of the bikes and parking bay and our client has received complaints and also the threat of legal action. This is from residents at the building, some of whom have already suffered injury and hold our Client accountable for allowing such an arrangement. In the event that a legal claim is made against our client, which seems imminent, then we have instructions to immediately commence proceedings against RBKC as the authority who has provided the license to the operator of the dockless system.

Our client has serious concerns for the safety of the residents and therefore we are writing to request that the parking bay is relocated to a more suitable location. Our client is willing to work with you in relation to the relocation of the parking bay and would be willing to contribute towards the relocation, but this does need to be dealt with as a matter of urgency. Please confirm no later than 5pm on Friday 19th May 2023, what action will be taken to resolve this matter.

### 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.

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