

**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  
CAMPDEN 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 Campden 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. To address this, 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 over 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 Campden 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, 98 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. Having considered the objections to the Strathmore Gardens proposal, officers are recommending not to proceed with this location.

**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>Recommendation</b>
Airlie Gardens	2	5	6	Proceed
Campden Hill	0	3	6	Proceed
Campden Hill Road	2	3	6	Proceed
Gloucester Walk	4	3	5	Proceed (See 5.2)
Hornton Street	2	2	6	Proceed
Old Court Place	0	2	6	Proceed
Palace Gardens Terrace	3	2	5	Proceed
Phillimore Walk	0	3	5	Proceed
Strathmore Gardens	10	2	5	Do not 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.
- 5.2 Following the consultation, Cllr Hudd wrote to officers requesting that instead of proceeding with the Gloucester Walk location, officers should instead use the solo motorcycle parking bay a few metres away on Hornton Street as this is rarely used. Officers confirm that occupancy data does indeed show that this motorcycle bay was empty during all five survey periods (Saturday afternoon, Sunday afternoon, Weekday afternoon, Weekday evening, Weekday overnight). However, rather than delay implementation of the e-bike parking bay, officers will propose to convert the motorcycle parking bay back to residents' parking in the next round of traffic order consultations. This will offset

the loss of the residents' bay for the e-bike parking bay and mean that rental e-bikes can be available from this location by the summer.

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

Scheme	Loss of parking space	Use an alternative location	E-bikes not parked in designated bay	Increase foot traffic	Increased foot traffic/close to school	Other
Airlie Gardens	4	3	1	1	3	1
Campden Hill	1	2	0	1	1	1
Campden Hill Road	0	0	0	0	0	4
Gloucester Walk	1	4	0	0	0	4
Hornnton Street	1	0	0	0	0	2
Old Court Place	0	0	0	0	0	1
Palace Gardens Terrace	0	1	0	0	0	3
Phillimore Walk	1	0	0	0	0	1
<b>TOTAL</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>17</b>

5.3 Officer responses to the issues raised are detailed below:

**Loss of parking space**

5.4 Some respondents were concerned at the loss of car parking space to accommodate an e-bike parking bay.

Officer response

5.5 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 in an alternative location**

- 5.6 One respondent to the Airlie Gardens proposal suggested moving the bay to the double yellow lines adjacent to the proposed location, at the Campden Hill Road junction.
- 5.7 Another respondent to the Airlie Gardens proposal suggested Campden Hill Road as an alternative location, stating that the loss of two parking bays here would not impact residents as much as most benefit from off-street parking.
- 5.8 One respondent who supported the Campden Hill proposal in part suggested that the bay might be better accommodated on Tor Gardens, in order to avoid increased congestion on Campden Hill.
- 5.9 Another support in part respondent to the Campden Hill proposal suggested moving the bay across the street, maintaining its location on Campden Hill and increasing its visibility.
- 5.10 Four respondents to the Gloucester Walk proposal suggested moving the bay to replace a motorcycle bay on Hornton Street, outside Tor Court.
- 5.11 One respondent to the Palace Gardens Terrace proposal stated that a location on Kensington Church Street, by York Place, would be a better location for the e-bike parking bay.

### **Officer Response**

- 5.12 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. Double yellow lines are deliberately placed in locations to improve road safety and provide drivers with sufficient turning space, as well as clear sight lines. Doing so reduces the risk of collisions. For this reason, double yellow lines are very unlikely to provide suitable locations for e-bike parking bays.
- 5.13 The proposed e-bike parking bay on Airlie Gardens would replace only one parking bay, not two as suggested. Campden Hill Road experiences much congestion, and therefore locations nearby were chosen to facilitate the e-bike parking.
- 5.14 Officers believe that the location proposal on Campden Hill, on the flank wall of no.71 Campden Hill Road, would be a more suitable location. This is because of the former's proximity to Kensington Hill Street and because it is not directly outside any residences.
- 5.15 E-bike parking bays are 5m wide, the same dimensions as the current resident parking bays. Users will be able to easily locate nearby parking facilities via the

supplier's app and website. The proposed location does not impose on any residences.

- 5.16 Officers confirm that occupancy data does indeed show that the motorcycle bay on Hornton Street was empty during all five survey periods (Saturday afternoon, Sunday afternoon, Weekday afternoon, Weekday evening, Weekday overnight). However, rather than delay implementation of the e-bike parking bay proposed nearby on Gloucester Walk, officers will propose to convert the motorcycle parking bay on Hornton Street back to residents' parking in the next round of traffic order consultations. This will offset the loss of the residents' bay for the e-bike parking bay and mean that rental e-bikes can be available from this location by the summer.
- 5.17 There are no parking bays on Kensington Church Street, therefore the Council is unable to create an e-bike parking location here.

#### **E-bikes not docked in designated bay**

- 5.18 One respondent to the Airlie Gardens proposal stated that e-bikes do not park in their designated bays, adding on that there should be increased enforcement in order to facilitate this scheme.

#### Officer Response

- 5.19 There is no existing designated rental e-bike parking bay in Airlie Gardens. 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.

#### **E-bikes will increase foot traffic due to its location near a school**

- 5.20 Two supporters in part and one objector to the Airlie Gardens proposal commented stating that the addition of e-bike parking on Airlie Gardens would increase foot traffic to the street, as it already receives an influx of students in the mornings and afternoons.

#### Officer Response

- 5.21 Schools typically exhibit high foot traffic at two times during the day: in the mornings as students travel to school and in the early afternoon once school has ended. The parking bay would aim to clear the footway, providing sufficient space and accessibility on the pavement for residents and students – an improvement on the current situation.

#### **Other comments**

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

***Table 3 – 'Other' comments and officer responses.***

	<b>Comment</b>	<b>Officer Response</b>
1	There are no proposals for around Notting Hill Gate tube or Hillgate Street which is filled with e-bikes (Campden Hill Road proposal)	There are seven additional e-bike parking bays that have been consulted on in close proximity to the centralised area around Notting Hill Gate tube station. It is not possible to erect e-bike parking on Notting Hill Gate highway itself as there are limited parking bays available.
2	Fallen bikes, noise, mess and ruins the peace and harmony of the street (Campden Hill Road proposal)	There is no evidence to suggest that the presence of rental e-bike bays lead to an increase in anti-social behaviour such as littering or excess noise. 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. The e-bike parking bays aim to remove clutter from the footway, creating a space where e-bikes can be stored and placed together.
3	There is a rental bike bay towards the top of Campden Hill Road and it is impossible to pass a car coming the other way as the road is narrowed so much. I can only see these new bays causing even more congestion! (Campden Hill Road proposal)	The rental bike bay mentioned is part of the Santander Cycle Hire scheme which is managed and owned by Transport for London. Like that docking station, the proposed bay will be no wider than the car parking space that it is proposed to replace. There is therefore no reason to think the proposal will further congest Campden Hill Road at this location.
4	These are private companies offering these bicycles, so why are they not paying for space for their businesses to operate? Everyone else has to pay for space to operate a business, so why do these companies not have to pay by the same rules? (Gloucester Walk proposal)	Currently, the rental e-bike operators do not pay the Council. Under the proposed shift to designated bays, the rental e-bike operators will be paying a financial contribution as part of the Memorandum of Understanding agreement.
5	Transport for London already has a fantastic bicycle shared use system, so we should be encouraging the use of the citywide scheme (Hornton Street proposal)	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 on this report. Councils do not have the legislative power to prevent e-bike companies operating and limited powers to tackle the problem of rental e-bikes being left in inconvenient positions on

	<p>There is already a very good solution for renter bikes, which is the Santander bikes with TFL. These same parking facilities should be used by the e-nine providers so all rental bikes are in the same spaces. (Palace Gardens Terrace proposal)</p>	<p>footways. The Council is therefore aiming to have a network of e-bike parking bays accessible to users that is evenly distributed in each ward. E-bike hire complements Santander docked services, both are popular. The presence of a Santander docking station, suggests that there is demand for cycle rental in the area. It should also 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>
6	<p>I do not believe there is any reason to think the bay will be used to park dock free bikes. It is rare to see any such bikes parked on the pavement in this part of Gloucester Walk. (Gloucester Walk proposal)</p>	<p>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.</p>
7	<p>Not good for vehicles turning right like the Waste Dustbin collection vehicles, scaffolding and builders. (Gloucester Walk proposal)</p>	<p>As the proposed e-bike bays are proposed where a car can currently park, there is no reason to believe that e-bikes parked in the proposed bays should have an impact on vehicular movement.</p>
8	<p>E-bike users do not wear helmets, similar to cyclists and this activity is just for young people who are active. (Palace Gardens Terrace proposal)</p>	<p>It is expected that e-bikes can open up cycling to a wider range of users (who may find a non-assisted bicycle more difficult to use) and encourage a shift away from private car use. In addition to this, it is not a legal requirement in the UK for cyclists to wear a helmet.</p>
9	<p>Scheme should be trialled in a couple of areas to see whether it works. [All proposals]</p>	<p>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.</p>

		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 Airlie Gardens

### Objection One

Losing a Residents parking space is to be resisted especially since they are already at a premium. Users of these bikes already show no regard for where they are left and providing designated space for them will probably not change their habits, however this might happen if both the user and the company are heavily fined -my understanding is that at the moment only the hirer will be fined. If bicycle parking has to be then more creativity should be applied by using the double yellow lines at the entrance to Airlie and converting this to a bicycle storage.

### Objection Two

I am writing to object to the proposal to put two bike docking stations in Airlie Gardens where we are already critically short of parking spaces and can ill afford to lose two precious parking spaces. As I am sure you are aware, Airlie Gardens has many residents as there are only two singly owned houses, with all the rest being split into flats.

Airlie Gardens already comes under significant pressure during the hours around the end of the school day with the 1000 pupils exiting through our small street. The last thing we need is to have the added congestion of people loading and unloading bicycles.

We propose the very much longer street Campden Hill, where there is rarely any congestion as the very large residences all having their own driveways, and the loss of two residents spaces could be accommodated much more easily.

Thank you for your attention to 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.

### Support in Part Two

Not enough pavement space as it is, especially at school exit time.

**Support in Part Three**

We are so limited with parking spaces it may cause an issue to have so many however, some solution is required for the dumping of these hire bikes.

**Support in Part Four**

I fully support having dedicated spaces for e-bikes in the way we do for push bikes, as I am seeing they are currently they are being left in silly places, sometimes dangerous such as in the road, or inconvenient such as right outside my gate (preventing me from getting out of my house or meaning my disabled father cannot get inside my house, or beside parked cars, preventing them from being driven out of their spaces. The proposals are good, although I would query whether Airlie Gardens is sensible considering the volume of school children streaming up that road in the mornings and in the afternoons to and from Holland Park school.

**Support in Part Five**

Thank you for this, as a long-time resident of the area, and someone who delivers locally for the foodbank I have looked at these locations...

My comments – Proposal B: I think “Campden Hill” is fine as it is just off the main drag so to speak, but because the street is relatively narrow, could you not put it “behind” your white van (from your google photo) as that would block the street less? I don’t know the length of these dockless cycle hire stations will be but it would also make it easier to see if you were viewing it “across the street” from other locations - To have it closer to the corner?

All the other locations seem fine, although Strathmore Gardens is a very narrow street.

My only overall comment is that it is disappointing that they will all take out RESIDENTS Parking bays, are there any other options?

**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**

Need e-bike parking as bicycles left dumped on pavements.

### **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 2: Responses received for proposed e-bike bay in Campden Hill

### 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

Overall, I am in strong support of ebike parking bays. There is a need for parking bays for these bicycles as they are currently just randomly strewn about, blocking the pavement, and creating an obstacle course for pedestrians. I support the creation of ebike parking spaces around the borough. My only concern with this particular location is that with the school, the street can be very busy, particularly in the morning and afternoons when children are going to/from school, as well as when other things are taking place at the school outside of normal school times. There are many people looking for parking at these times, as well as a high influx of cars dropping and collecting children on the street. Adding a bunch of cycle users turning into the street to park their ebikes might not be ideal. My other concern is that the pavement in this location is fairly narrow, and if there is a time when the ebike bay is full and bikes are left next to the bay on the pavement, it could be problematic for such a high-foot-traffic area. I wonder if this space could be situated on Tor Gardens, so it is very close to this location, but does not add to the congestion on Campden Hill.

### Support in Part Three

Thank you for this, as a long-time resident of the area, and someone who delivers locally for the foodbank I have looked at these locations...

My comments – Proposal B: I think "Campden Hill" is fine as it is just off the main drag so to speak, but because the street is relatively narrow, could you not put it "behind" your white van (from your google photo) as that would block the street less? I don't know the length of these dockless cycle hire stations will be but it would also make it easier to see if you were viewing it "across the street" from other locations - To have it closer to the corner?

All the other locations seem fine, although Strathmore Gardens is a very narrow street.

My only overall comment is that it is disappointing that they will all take out RESIDENTS Parking bays, are there any other options?

### 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**

[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 Campden Hill Road

#### **Objection One**

Fallen bikes, noise, mess and ruins the peace and harmony of the street and many kids just playing.

#### **Objection Two**

Camden Hill Road is the main route going North from Kensington High Street to Notting Hill and has become so congested recently with weight of traffic! There is a rental bike bay towards the top of Campden Hill Road, and it is impossible to pass a car coming the other way as the road is narrowed so much. I can only see these new bays causing even more congestion!

#### **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**

This is a joke. There are no proposals for around Notting Hill Gate tube or Hillgate Street which is besieged by tens of these bikes EVERY DAY!

Disabled people and those with children are literally not able to use the pavements.

You have failed to employ a very simple approach of issuing parking rules, and then removing bikes not correctly parked and fining the companies to return them.

#### **Support in Part Three**

Thank you for this, as a long-time resident of the area, and someone who delivers locally for the foodbank I have looked at these locations...

My comments – Proposal B: I think “Campden Hill” is fine as it is just off the main drag so to speak, but because the street is relatively narrow, could you not put it “behind” your white van (from your google photo) as that would block the street less? I don't know the length of these dockless cycle hire stations will be but it would also make it easier to see if you were viewing it “across the street” from other locations - To have it closer to the corner?

All the other locations seem fine, although Strathmore Gardens is a very narrow street.

My only overall comment is that it is disappointing that they will all take out RESIDENTS Parking bays, are there any other options?

### **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 live on Campden Hill Road between Sheffield Terrace and Bedford Gardens and I am in favour of the proposed scheme. Will it be backed up by taking away bikes that are left on the pavement?

#### **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 4: Responses received for proposed e-bike bay in Gloucester Walk

##### **Objection One**

Why should resident's parking be removed for these bicycles, not just here but anywhere in the borough? Drivers have to pay for parking permits and having spaces removed should not be an option; and there are plenty of public space locations that would suit.

Furthermore, these are private companies offering these bicycles, so why are they not paying for space for their businesses to operate? Everyone else has to pay for space to operate a business, so why do these companies not have to pay by the same rules?

Lastly, Transport for London already has a fantastic bicycle shared use system, so we should be encouraging the use of the citywide scheme, not more and more Bicycle options taking away parking bays that residents pay to use.

Maybe the fair thing would be to pay to park your bicycle in prime locations? And if that means parking in resident parking bays and reduce the cost of resident parking.

##### **Objection Two**

1. The cycle bay will reduce residents parking in Gloucester Walk, an amenity which is already scarce bearing in mind the number of residents with cars around this location.

2. I do not believe there is any reason to think the bay will be used to park dock free bikes. It is rare to see any such bikes parked on the pavement in this part of Gloucester Walk.

3. Just round the corner from the proposed location (in Hornton Street) there is a dedicated motorcycle bay. This bay is NEVER EVER used by motorcycles. I walk past this bay several times per week at different times of day. I have never seen this bay with a motorcycle in it (unlike the motorcycle bay at the other end of Gloucester Walk which is well used). This motorcycle bay, which is within about 20 metres of the proposed cycle bay, is always empty, thus depriving residents of a car parking place and fulfilling no purpose.

4. If you insist on putting a dedicated cycle bay in this location either (a) place it on Hornton Street to replace the unused motorcycle bay, or (b) convert the motorcycle bay in Hornton Street to a bay in which both motor cycles and e-bikes can be parked.

Thank you.

##### **Objection Three**

The constant war on drivers in this area is getting ridiculous. As it is it can take ages to find a space a long way from home. It would be better to use the M/C reserved space on Hornton Street as it is NEVER occupied.

##### **Objection Four**

I assume that you intend to use part of the residents' parking bay to create the new e-bike parking bay since the pavement is too narrow. On that assumption:

1. I understand that ebikes are causing a nuisance because renters leave these bikes wherever they like and that something needs to be done to address the problem. But, unless the proposed bays are accompanied by effective enforcement, they are unlikely to be effective. The Santander bikes are left in dedicated bays simply because, if they are not, the renter continues to pay! Other ebikes should be subjected to a regime with similar persuasive effect - perhaps by using Streetline to collect and impound ebikes not left in approved bays and charging providers to release them. Unless something like this is done, I suspect the creation of the bays will change nothing.

2. There is already a motorcycle bay on the northeast corner of the junction between Gloucester Walk and Hornton Street. To my knowledge - and I live in full view of the bay - it has literally never been used since its creation, which must be at least two years ago. Instead, owners regularly leave their scooters and

motorcycles in nearby residents' car parking bays. Given the existing shortage of car bays and the fact that the motorcycle bay remains totally unused. it would be much more sensible to use that space.

#### **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**

If it is really necessary, our bay should NOT be opposite our house in Gloucester Walk it should be around the corner on Hornton Street where the M/C bay by the Bench is located and NEVER occupied. It would be very messy to be opposite our houses and also not good for vehicles turning right like the Waste Dustbin collection vehicles, scaffolding and builders etc.

#### **Support in Part Three**

Thank you for this, as a long-time resident of the area, and someone who delivers locally for the foodbank I have looked at these locations...

My comments – Proposal B: I think "Campden Hill" is fine as it is just off the main drag so to speak, but because the street is relatively narrow, could you not put it "behind" your white van (from your google photo) as that would block the street less? I don't know the length of these dockless cycle hire stations will be but it would also make it easier to see if you were viewing it "across the street" from other locations - To have it closer to the corner?

All the other locations seem fine, although Strathmore Gardens is a very narrow street.

My only overall comment is that it is disappointing that they will all take out RESIDENTS Parking bays, are there any other options?

#### **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 5: Responses received for proposed e-bike bay in Hornton Street

### Objection One

As a matter of principle, I oppose using residents parking for the e-bikes.

There is already a very good solution for renter bikes, which is the Santander bikes with TFL. These same parking facilities should be used by the e-nine providers so all rental bikes are in the same spaces.

### Objection Two

I do not support this privatised bike company. Also, I am old and the bikes are menace. We need all the resident parking bays for cars.

### 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

Thank you for this, as a long-time resident of the area, and someone who delivers locally for the foodbank I have looked at these locations...

My comments – Proposal B: I think "Campden Hill" is fine as it is just off the main drag so to speak, but because the street is relatively narrow, could you not put it "behind" your white van (from your google photo) as that would block the street less? I don't know the length of these dockless cycle hire stations will be but it would also make it easier to see if you were viewing it "across the street" from other locations - To have it closer to the corner?

All the other locations seem fine, although Strathmore Gardens is a very narrow street.

My only overall comment is that it is disappointing that they will all take out RESIDENTS Parking bays, are there any other options?

### 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**

The various rental bikes and e-scooters (excluding Santander who have docking stations) are becoming street litter and dangerous obstacles to pedestrians. The renters of these bikes have a strong tendency to be inconsiderate about how they abandon their bikes. By providing them with proper parking I hope RBKC combines this with increased enforcement of them actually using it.

#### **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 Old Court Place

### 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

Thank you for this, as a long-time resident of the area, and someone who delivers locally for the foodbank I have looked at these locations...

My comments – Proposal B: I think “Campden Hill” is fine as it is just off the main drag so to speak, but because the street is relatively narrow, could you not put it “behind” your white van (from your google photo) as that would block the street less? I don't know the length of these dockless cycle hire stations will be but it would also make it easier to see if you were viewing it “across the street” from other locations - To have it closer to the corner?

All the other locations seem fine, although Strathmore Gardens is a very narrow street.

My only overall comment is that it is disappointing that they will all take out RESIDENTS Parking bays, are there any other options?

### 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**

[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 7: Responses received for proposed e-bike bay in Palace Gardens Terrace

### Objection One

There is already a well-established Santander bike hire scheme, which I fully support. I am opposed to the private e-bikes (and scooter) scheme in principle. They are unnecessary. They take up too much pavement space. E-bikes travel at inappropriately high speeds, seem to be ridden mostly by inexperienced casual leisure riders and especially tourists, who don't know where they are going and ride on the pavement/in the parks - and only therefore replace journeys that would otherwise have been made on foot or by public transport. In short, I feel they do not benefit people who actually live in the area, do little to get people out of cars, and impact public spaces adversely. They benefit only a commercial operation.

### Objection Two

The biggest problem with e-bikes is they are dumped wherever the rider completes their journey. I doubt they will go to the trouble of finding one of these parking areas. This location is purely residential, and I have not seen bikes left here -- Kensington Church Street near the Kensington Gdns footpath is a far more in demand area.

This spot will take up pavement space where it is needed.

### Objection Three

E bikes are very dangerous.

They are an eyesore on the street.

No helmets, similarly to bicycles, are required.

Accidents waiting to happen.

There is enough clutter on the streets already.

We should encourage greater use of public transport.

E bikes are only for the young and fit.

There is great potential for misuse.

### 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**

Thank you for this, as a long-time resident of the area, and someone who delivers locally for the foodbank I have looked at these locations...

My comments – Proposal B: I think “Campden Hill” is fine as it is just off the main drag so to speak, but because the street is relatively narrow, could you not put it “behind” your white van (from your google photo) as that would block the street less? I don’t know the length of these dockless cycle hire stations will be but it would also make it easier to see if you were viewing it “across the street” from other locations - To have it closer to the corner?

All the other locations seem fine, although Strathmore Gardens is a very narrow street.

My only overall comment is that it is disappointing that they will all take out RESIDENTS Parking bays, are there any other options?

### **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 8: Responses received for proposed e-bike bay in Phillimore Walk

### 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

This is a general comment which applies here but also to many other proposed locations. While I fully support the removal of these rental bikes from narrow pavements, they are a true menace, I strongly object to further loss of residents' parking bays. The purposes of this regulation does not in any way necessitate the erosion of our already limited residents' parking spaces!

### Support in Part Three

Thank you for this, as a long-time resident of the area, and someone who delivers locally for the foodbank I have looked at these locations...

My comments – Proposal B: I think “Campden Hill” is fine as it is just off the main drag so to speak, but because the street is relatively narrow, could you not put it “behind” your white van (from your google photo) as that would block the street less? I don't know the length of these dockless cycle hire stations will be but it would also make it easier to see if you were viewing it “across the street” from other locations - To have it closer to the corner?

All the other locations seem fine, although Strathmore Gardens is a very narrow street.

My only overall comment is that it is disappointing that they will all take out RESIDENTS Parking bays, are there any other options?

### 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 9: Responses received for proposed e-bike bay in Strathmore Gardens****Objection One**

The pavements in this street are not as wide as other nearby areas such as the south (Vicarage Gate) end of Palace Gardens Terrace, or Kensington Church Street by the post office. I consider this should be a critical factor, to avoid obstruction of pavements for the disabled, elderly and those with small children. So I don't see how this site is suitable.

**Objection Two**

We already have very limited parking on the Strathmore cul-de-sac (over 100 people live in the cul-de-sac but there are less than 20 spaces). There would be better room available next to the existing Santander bike stands just around the corner on Palace Gardens Terrace. There is currently a space between the two Santander stands that is currently unusable space. You could easily relocate this just a mere few meters and achieve the same goal without giving up an entire parking spot. The area would also be quite unsightly.

**Objection Three**

The street is too small.

**Objection Four**

Anti-social behaviour follows these bikes around & I resent the idea of this drop off & collection bay coming to the area.

This is a residential street - please don't ruin it for us by attracting these bikes (and their riders) to the area to graffiti our streets.

**Objection Five**

I take great pride in our street and encourage positive developments such as trees, window boxes etc.

E-bike bays become a dumping ground for bikes, often spill over beyond the bay into the street causing a trip hazard and also attract the dumping of rubbish (either from rubbish left in the front of the bike or from customers dropping rubbish before /after their journey).

I would like to therefore object to the proposal. Please let me know should you require any further information from me.

**Objection Six**

Strathmore Gardens is an already crowded cut-de-sac with little room to install an e-bike parking space. It is already tight going around the corners onto Palace Gardens Terrace, and especially difficult and slippery on a typical winter's day. This is particularly true for the elderly and parents with prams. I can't imagine having enough room on the narrow pavement to accommodate a wide bike parking bay. Please do not install one here and consider the wider pavement on PGT instead.

**Objection Seven**

This is a small dead end road that is frequently used by cars/vans/lorries turning as it is opposite the one way system in the street, The bin collection lorry also uses this RS mall road for reversing. The pavement is narrow and would block mobility for wheelchair users (which I am from time to time). There are already 2 banks of 'Boris bikes' at the top of PGT. Surely to spread the out it would be better at other end of PGT where the pavements are much wider and there is more space? It also doesn't concentrate bikes in one end of the street.

**Objection Eight**

Too many e-bikes already located on Palace Gardens Terrace which has meant a reduction in parking spaces. To add a further e- bike parking space on Strathmore where the waste management trucks have to turn is going to be problematic, if not disruptive.

Additional parking space will be lost to the detriment of house owners or renters and additional noise from revellers accessing bikes in the evening is unacceptable. The pavement area surrounding the proposed site is narrow and I believe could prove problematic for senior citizens who reside in PGT.

I, personally, am against yet further E- bike parking spaces in PGT.

**Objection Nine**

I was late to submit my objection for dockless bicycle parking bay at Strathmore Gardens [redacted]. The consultation survey has been closed just yesterday - on the 17th of May.

I am writing also on behalf of my neighbour of 99 years old, [redacted], who is living at the same address as myself at [redacted]. She strongly opposes rented e-bikes in general as it endangers the life of residents in this tiny cul-de-sac. A lot of cities in the world already banned its usage as well as other electric means of pedestrian transport.

I believe that not a single homeowner here use the bicycles in general. It's mostly elderly people who strongly depend on own cars for day to day activities. Parking places are very limited and residents of other streets nearby park here as well. Every place is to count. A lot of parking spaces have been taken already by terraces in the cafes and restaurants, club cars, rented e cycle bays as well as motorbikes.

I have had a heart failure myself and very much depend on my car and its proximity to the entrance of my home. I will be restricted even more if suggested changes in traffic orders will be implemented. Nether me or my wife or my immediate neighbours ever use the bikes, and the purpose of this cycle bay is not clear either.

Please kindly consider my views and take it into consideration while making your decision.

### **Objection Ten**

I was late to submit my objection for dockless bicycle parking bay at Strathmore Gardens [redacted]. The consultation survey has been closed just yesterday - on the 17th of May.

I am writing also on behalf of my neighbour of 99 years old, [redacted], who is living at the same address as myself at [redacted]. She strongly opposes rented e-bikes in general as it endangers the life of residents in this tiny cul-de-sac. A lot of cities in the world already banned its usage as well as other electric means of pedestrian transport.

I believe that not a single homeowner here use the bicycles in general. It's mostly elderly people who strongly depend on own cars for day to day activities. Parking places are very limited and residents of other streets nearby park here as well. Every place is to count. A lot of parking spaces have been taken already by terraces in the cafes and restaurants, club cars, rented e cycle bays as well as motorbikes.

I have had a heart failure myself and very much depend on my car and its proximity to the entrance of my home. I will be restricted even more if suggested changes in traffic orders will be implemented. Nether me or my wife or my immediate neighbours ever use the bikes, and the purpose of this cycle bay is not clear either.

Please kindly consider my views and take it into consideration while making your decision.

### **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**

Thank you for this, as a long-time resident of the area, and someone who delivers locally for the foodbank I have looked at these locations...

My comments – Proposal B: I think “Campden Hill” is fine as it is just off the main drag so to speak, but because the street is relatively narrow, could you not put it “behind” your white van (from your google photo) as that would block the street less? I don’t know the length of these dockless cycle hire stations will be but it would also make it easier to see if you were viewing it “across the street” from other locations - To have it closer to the corner?

All the other locations seem fine, although Strathmore Gardens is a very narrow street.

My only overall comment is that it is disappointing that they will all take out RESIDENTS Parking bays, are there any other options?

### **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.