

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
CHELSEA RIVERSIDE 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 Chelsea Riverside ward, with a recommendation on how to proceed for each proposal.

2 RECOMMENDATIONS

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

3 BACKGROUND

- 3.1 The parking of rental e-bikes on narrow footways can cause a nuisance to residents, particularly where the footway is obstructed for those using wheelchairs or buggies and so the Council has proposed to create dedicated parking bays for use by e-bike hire operators and their customers in existing parking bays across the borough. This will allow the Council to bring more control to where bikes are parked and reduce the impact on pedestrians.

4 CONSULTATION RESPONSES

- 4.1 From 5 April to 17 May 2023, the Council undertook consultation on introducing rental e-Bike parking bays at 10 locations in Chelsea Riverside ward. Residents living near the proposals received letters signposting them to the consultation and the consultation was available on the Council's consultation and

engagement hub. Local ward councillors, residents' associations and community groups were made aware of the consultations by email.

- 4.2 In total, 132 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 six of the ten 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 Alpha Place, Lots Road, Paulton's Square and Upcerne Road proposals, officers are recommending not to proceed with them.

Table 1 – Summary of responses received.

Scheme	No. Objections	No. Support in Part	No. Support in Full	Recommendation
Alpha Place	5	1	6	Do not proceed
Cheyne Walk	1	1	5	Proceed
Danvers Street	3	1	6	Proceed
Flood Street	3	2	6	Proceed
Lots Road	14	1	9	Do not proceed
Milman's Street	0	3	5	Proceed
Oakley Street	2	1	5	Proceed
Old Church Street	1	1	5	Proceed
Paultons Square	23	1	5	Do not proceed
Upcerne Road	8	1	7	Do not proceed

5 CONSIDERATION OF OBJECTIONS

- 5.1 Appendix 1 – 10 lists the responses received to each location in full. Table 2 below illustrates the main themes of the objections or 'support in-part' responses received.

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

Scheme	Loss of parking space	Use an alternative location	Enforcement of E-Bike Schemes	E-bikes left on footways	Object to principle of rental e-bikes	Poor behaviour by cyclists	Other
Cheyne Walk	0	0	0	1	0	1	1
Danvers Street	2	1	3	0	0	2	1
Flood Street	2	1	0	0	1	2	5
Milman's Street	1	1	0	0	0	0	2
Oakley Street	1	0	1	0	0	1	2
Old Church Street	0	0	0	0	0	0	2
TOTAL	6	3	4	1	1	6	16

5.2 Officer responses to the issues raised are detailed below:

Loss of parking space

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

Officer Response

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

Install the e-bike bay in an alternative location

- 5.5 Some respondents suggested alternative locations. One respondent to the Danvers Street proposal suggested that a better location for the e-bike parking bay would be on the wide section of pavement at the end of Old Church Street, next to Ropers Gardens. A respondent to the Milman's Street proposal also suggested using the footway. A respondent to the Flood Street proposal said that the bay should be located on a main street with higher foot traffic.

Officer Response

- 5.6 The dockless rental e-bike operators are only willing to restrict their customers to the proposed parking bays if they are reasonably well distributed so that a user never has to walk too far to pick up or drop off an e-bike. Officers select each location with this objective in mind so the proposals involve a mix of bays in residential and busier main streets.
- 5.7 The main objective of the e-bike bays is to address this problem of rental bikes being left in inconvenient positions on footways and remove the hazard to pedestrians, particularly where the footway is obstructed for those using wheelchairs or buggies. Whilst the footway at the Roper's Gardens/Old Church Street junction is wide, this footway is maintained by Transport for London and the Council has no rights to implement an e-bike parking bay here.

Enforcement of rental e-Bike schemes

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

Officer Response

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

Rental e-Bikes left on footways

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

Officer Response

- 5.11 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.

Object to principle of rental e-bikes

5.12 One respondent objected to e-bike rental schemes in principle.

Officer Response

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

Poor behaviour by cyclists

5.14 Some respondents objected to the proposals because of perceived poor behaviour by cyclists, such as footway-riding which causes a hazard to pedestrians, including children traveling to or from local schools.

Officer Response

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

Other comments

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

Table 3 – ‘Other’ comments and officer responses.

	Comment	Officer Response
1	Two respondents said that the proposal may impact property value. [Flood Street proposal]	To date there are very few dockless e-bike bays in the borough, but e-scooter bays have been in use since (2020) and officers have seen no evidence that these bays have led to decreases in property values. In general, good access to transport services is regarded positively by homebuyers.
2	Two respondents said that the proposal would impact the aesthetics of the area. [Flood Street proposal]	The bays themselves will be similar in appearance to car parking bays, with no signposts. Aesthetics are often a matter of taste. Some residents may prefer the look of a row of bikes over a car.
3	One respondent in Old Church Street and two	The presence of a rental e-bike bay may lead to an increase in pedestrians and

	<p>respondents in Flood Street said that the proposal would lead to increased traffic. [Flood Street and Old Church Street proposals]</p>	<p>cyclists as users pick up and return bikes. However, it is hard to understand how this may lead to vehicular traffic.</p>
3	<p>One respondent from Flood Street and one respondent from Oakley Street said that the proposals would lead to an increase in litter. [Flood Street and Oakley Street proposals]</p>	<p>It is unlikely that rental e-bike customers are any more likely to litter than any other road user.</p>
4	<p>It's hard to see if this is in the street or on the pavement. [Milman's Street]</p>	<p>The proposed e-bike parking bay is within a carriageway parking bay, not on the footway.</p>
5	<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. 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.</p>

Appendix 1: Responses received for proposed e-bike bay in Alpha Place

Objection One

It will cause mayhem! To an already busy junction that often has traffic build up.

Objection Two

I think that the e-bike parking shouldn't be on the footway. It should be on the carriageway like the HSBC rental bikes.

Objection Three

We object on the following grounds,

1. The junction of Alpha Place, Flood Street and Redesdale Street is extremely busy and there have been several accidents in recent years; adding an e-bike stand will only add to the chaos and only increase the risk of accidents.
2. Turning off Flood Street into the narrow Alpha Place carriageway can be precarious; an e-bike stand would make the situation even more dangerous
3. The Hall of Remembrance is a school during the week to Hill House Small School so busy at drop off (8am to 8.30am) and pick up (3pm) with young children
4. The Hall of Remembrance is utilised 7 days a week when Hill House is not in attendance and as a consequence the Alpha Place/Flood Street junction is always busy with pedestrians and vehicles; adding an e-bike stand will increase further footfall in a residential area.
5. There was a motorbike stand on Alpha Place that directly backed onto our garden which had to be removed in October 2020 due to the excess noise it generated. At the time I coordinated with Christopher Eales, I am happy to share our correspondence with you surrounding this request to return the motorbike bay back into a (much quieter) residents parking bay. It was also suggested at the time that the bay be turned into a bicycle bay which was also rejected by us and our neighbours.
6. If an e-bike stand were introduced We and our neighbours will continue to have bicycles dropped off at all times of the day and night, people will loiter and we will not be able to enjoy using our back garden and the principal rooms which are in the rear of our home.

[Additional Comments]

We have seen the notice 'Dockless Bikes/NS/S450a' attached to the lamppost on Alpha Place SW3 saying that RBKC propose to change a residents parking bay into e-bike parking on the corner of Alpha Place and Flood Street.

We object on the following grounds,

- The junction of Alpha Place, Flood Street and Redesdale Street is extremely busy and there have been several accidents in recent years; adding an e-bike stand will only add to the chaos and only increase the risk of accidents.
- Turning off Flood Street into the narrow Alpha Place carriageway can be precarious; an e-bike stand would make the situation even more dangerous
- The Hall of Remembrance is a school during the week to Hill House Small School so busy at drop off (8am to 8.30am) and pick up (3pm) with young children
- The Hall of Remembrance is utilised 7 days a week when Hill House is not in attendance and as a consequence the Alpha Place/Flood Street junction is always busy with pedestrians and vehicles; adding an e-bike stand will increase further footfall in a residential area.
- There was a motorbike stand on Alpha Place that directly backed onto our garden which had to be removed in October 2020 due to the excess noise it generated. At the time I coordinated with Christopher Eales, I am happy to share our correspondence with you surrounding this request to return the motorbike bay back into a (much quieter) residents parking bay. It was also suggested at the time that the bay be turned into a bicycle bay which was also rejected by us and our neighbours.
- If an e-bike stand were introduced We and our neighbours will continue to have bicycles dropped off at all times of the day and night, people will loiter, and we will not be able to enjoy using our back garden and the principal rooms which are in the rear of our home.

It is worth noting that there is a bicycle stand next to the Hall of Remembrance which does not get much use, perhaps you could use this area instead?

Objection Four

Please do not put an e-bike stand at the top of Alpha Place It is by a school, pub and already very congested. Thank you.

Objection Five

Hi! While I support the idea of a space in the area to park e-bikes, please do not put one at the intersection of Alpha Place and Flood Street. This intersection is routinely backed up due to school parking for Hill House and people use Flood Street as a thoroughfare to avoid the traffic on Oakley, so the speeding and traffic is insane. I live at [redacted] and I avoid this intersection because it is dangerous, congested and backed up with school drop off/pick up or rush hour.

Also please keep in mind that Hill House reception is located there which is a school for 4 and 5 year old children as well as the Hut which holds classes for babies and toddlers. Large, heavy e-bikes that can easily harm young children should not be encouraged on a narrow road with tons of small children nearby.

Support in Part One

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

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

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

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

BS4KC welcomes and fully supports the proposals brought by RBKC to introduce dockless cycle hire bays in the carriageway across the borough. Dockless cycle hire bikes are providing convenient and sustainable travel options for many RBKC residents as well as those studying, working

or visiting the borough. Their popularity is very much evident when walking down any street in the borough and these proposals rightly address some of the unintended consequences of dockless hire bike schemes. As such the proposals fully align with the RBKC plan of being a greener, safer and fairer borough;

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

Support in Full Two

I am submitting this consultation response in a personal capacity.

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

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

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

Support in Full Three

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

Support in Full Four

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

Great idea

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 Cheyne Walk

Objection One

I can see that RBKC is trying to resolve this issue and it is a problem that has been getting worse. I have moved bikes left in ridiculous places and today at the corner of our co-op on Kings Road about 8 bikes were lying flat on the pavement. The problem is that even if RBKC utilize some of the parking spaces for bike users they will still not use them. Most people like to dump things just where they are have no consideration for the rest of society so you may find you RBKC will reduce valuable parking spaces for bike users who do not use them. Even cyclists are a danger to us on pavements and roads as they do not obey road safety rules. Scooters and ebikes are a greater danger to pedestrians as they run at high speed. The users are not tested on road safety, often teenagers, and flout the rules and have no insurance, testing, license, or responsibility. All ebikes and scooters should be banned until a legal licensing, insurance and testing system is imposed.

Support in Part One

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

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

Support in Full Two

I am submitting this consultation response in a personal capacity.

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

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

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

Support in Full Three

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

Support in Full Four

I think it is better to have designated spaces to leave these bikes rather than to have them littered all over the pavement causing pinch-points and trip/fall hazards. The City of London as done similar for quite a while and the bikes are much tidier yet still readily available so this proposal works. Collaboration with the bike providers whereby GPS is used to charge people who leave them other than in designated areas incentivises compliance. This is a general comment which applies to all of the proposed sites, but your consultation document insists on appending comments to one particular site. This has been appended to the site nearest to where I live but applies to all.

Support in Full Five

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

Appendix 3: Responses received for proposed e-bike bay in Danvers Street

Objection One

The people who dump e-bikes are the people who dump non electric bikes for residents to trip over. Creating bays will make zero difference. The bike suppliers should be fined £500 every time a bike is abandoned. It's become a dangerous, daily hazard and one that nothing is being done about. Providing bays is a waste of time and money. There are never any deterrents for cyclists who do this or who ride on the pavement.

Objection Two

Danvers Street is a quiet, one way, residential street that is seldom used by cyclists and certainly not a busy cycling route. Citing a dockless bicycle parking bay here will encourage cyclists to turn in from the embankment which is a busy cycling route. Cyclists turning in from the embankment will be illegally travelling against the one way flow of Danvers Street and this has the potential to cause accidents.

There is also very limited supply of residents parking in the locality.

A better location for the dockless bicycle parking bay is on the wide section of pavement at the end of Old Church Street, next to Ropers Gardens. Cyclists can legally and safely turn into Old Church Street from the embankment. As the bay would be on the pavement, no residents parking would be lost.

Objection Three

Lots Road lost several visitor parking bays when hire bikes were introduced and lost a stretch of the residents parking bays when the Power Station redevelopment started. There aren't enough parking spaces in Lots Road and the surrounding area, and losing even more to hire bike schemes is a very bad idea.

Given the proliferation of abandoned hire bikes all over the pavements in the borough, I imagine that the thinking behind this plan is to stop bikes being abandoned and to encourage people to dock their bikes responsibly. It's an admirable idea but takes no account of two things - a) human nature and lack of respect for property and other people and b) the apparent inability of the hire bike companies to gather up their dumped bikes and to take steps to prevent users just leaving them lying around. Unless and until the hire bike companies agree to adhere to a proper code of conduct and look after their property, the council shouldn't even be thinking of installing this preposterous number of bike parking spaces.

My personal view is that only Santander bikes should be available and the plethora of other brands, and of electric hire scooters, should be stopped. They're a menace to drivers, a menace to pedestrians and the partially sighted.

Support in Part One

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

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

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

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

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

1. Supporting and enabling greater use of dockless hire bikes as replacement for short car journeys is sustainable, improves local air quality and supports improving health and wellbeing

2. Providing dedicated parking bays off the pavement improves the safety for pedestrians and for those hiring bikes as they will have designated spaces

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

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

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

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

Carriageway cycle bays:

1. Provide convenient designated locations for hire users

2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes

3. Addresses many of the concerns expressed by residents and others about the impact of dockless hire bikes on pavements and impact on pedestrians

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

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

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

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

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

Support in Full Two

I am submitting this consultation response in a personal capacity.

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

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

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

Support in Full Three

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

Support in Full Four

I think it is better to have designated spaces to leave these bikes rather than to have them littered all over the pavement causing pinch-points and trip/fall hazards. The City of London as done similar for quite a while and the bikes are much tidier yet still readily available so this proposal works. Collaboration with the bike providers whereby GPS is used to charge people who leave them other than in designated areas incentivises compliance. This is a general comment which applies to all of the proposed sites, but your consultation document insists on appending comments to one particular site. This has been appended to the site nearest to where I live but applies to all.

Support in Full Five

E-bike left everywhere on pavement and estates are a nuisance. Parking space must be implemented - bikes should be docked in a parking spaces. Users should be charged if they left the e-bike anywhere else.

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 Flood Street

Objection One

I am strongly opposed to the installation of an e-bike parking space for a variety of reasons. As freeholders of a home directly in front of the spot this causes many issues. Firstly, the street is difficult to park on due to lack of spaces compared to vehicles needing parking, taking away a prime parking spot would further complicate this issue. Additionally, it would impact the neighbourhood negatively from an aesthetics and upkeep point of view. Lastly, this will make a street that is already used as a cut through between main roads even busier and will impact negatively our quality of life and potentially property values on the street.

[Additional Comments]

I hope this email finds you in good health and high spirits. My name is [redacted]. I am writing to express my concerns about the proposed e-bike parking bay location in front of my property, as detailed in the recent communication from the Royal Borough of Kensington and Chelsea. While I understand the council's intentions to promote sustainable transportation, I believe this particular location might negatively affect our community in several ways.

Firstly, the introduction of an e-bike parking bay on Flood Street could increase traffic in an otherwise quiet and calm residential area. This has the potential to disrupt the peaceful atmosphere that drew me and many other residents to this neighbourhood. I kindly request that the council consider alternative locations on busier main streets, which are more suited to accommodate increased traffic flow.

Secondly, the aesthetics of our street play a significant role in maintaining the character and charm of our community. The addition of a rental e-bike parking bay may detract from this charm and, in turn, potentially decrease property values in the long term. Main streets, which are already designed to accommodate commercial and public transport activities, would be better suited for such installations without compromising the visual appeal of residential side streets.

Lastly, the limited availability of parking spaces is already a concern for many residents on Flood Street. The proposed e-bike parking bay would further reduce the number of available parking bays, making it even more challenging for residents and visitors to find suitable parking.

In light of these concerns, I respectfully request that the council reconsider the planned e-bike parking bay location at 113 Flood Street, SW3, and explore alternative locations on main streets with higher foot traffic. This would not only preserve the unique character of our residential area but also ensure that the e-bike parking bay serves its intended purpose more effectively.

Objection Two

I am strongly opposed to the realization of this project. I just bought a house directly in front and, based on previous experiences, this proposed project will highly impact the tranquillity, available parking space, aesthetics, and general quality of life in our street.

[Additional Comments]

I hope this message finds you well. My name is [redacted], and I am a recent homeowner at [redacted]. I am writing to express my concerns and opposition regarding the planned installation of a rental e-bike parking bay in front of my new home, as outlined in the recent letter.

While I fully understand and appreciate the council's efforts to promote sustainable transportation and increase the availability of e-bike rentals throughout the borough, I believe that the proposed location for this parking bay would have several detrimental effects on our residential street.

1. Increased traffic: The introduction of a rental e-bike parking bay would likely increase traffic on Flood Street, disrupting the peace and tranquillity that our quiet, residential neighbourhood currently enjoys.
2. Aesthetics and property value: The presence of a large e-bike parking bay could negatively impact the aesthetic appeal of our street, potentially leading to a decline in property values for homeowners in the long term.
3. Reduced parking availability: The installation of an e-bike parking bay in front of my home would inevitably reduce the number of available parking spaces for residents, further exacerbating parking challenges in the area.

In light of these concerns, I kindly request that the council reconsider the proposed location for the e-bike parking bay. I propose that these facilities should be primarily situated on main streets with significant foot traffic, where their presence would be more beneficial and have less of an impact on residential areas.

Objection Three

E-scooters should be banned. They are dangerous and a risk to life.

Support in Part One

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

Support in Part Two

I agree the principle to rid pavements of these carelessly parked bikes. However, the location chosen is adjacent to Christchurch School and I think it is dangerous for children who arrive on scooters in their dozens every day. Also, parents park up during the week and on Saturdays to drop off their children. They are very young children.

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 has done similar for quite a while and the bikes are much tidier yet still readily available so this proposal works. Collaboration with the bike providers whereby GPS is used to charge people who leave them other than in designated areas incentivises compliance. This is a general comment which applies to all of the proposed sites, but your consultation document insists on appending comments to one particular site. This has been appended to the site nearest to where I live but applies to all.

Support in Full Five

Great idea

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

Objection One

We need more residents car parking spaces there. I would support a bike parking area on a wide pavement like the one under the big billboard on that crossing or against the wall outside Flash Point on Ashburnham Road.

Objection Two

Dear Officers,

I object to the proposed e-bike location for the following reasons:

1. It will take away valued car parking spaces. This section of Lots Road has already had numerous spaces removed for the Boris bike station and double yellow lines installed in recent years. Officers must appreciate this section of the borough is not well served by public transport and car use is necessary for most residents. Taking away more spaces in what is a residential setting is not fair.
2. This is a residential road, and I fear the installation of another cycle station will result in more noise disturbance.
3. There are better suited locations for this e-bike station. For example, on the wide pavement adjacent to the rear entrance to Worlds End Estate. This would avoid taking away car parking spaces, move the station away from Residents and overall be a better use of land.
4. The proposed location is unsafe. This part of Lots road narrows and with traffic turning into and of Lots Road - the extra impediment of e-bike renters, and pedestrians crossing the road, often with young children.

Objection Three

Residents have temporarily lost parking for the Thames Super Sewer so we cannot afford to lose more spaces on this road.

Objection Four

I do not support the robbing of yet more parking spaces from the fee paying residents. I refer to the proposed e-bike places on Hobury Street. Over the past years we have seen parking spaces being withdrawn from the use of the ordinary car owning resident to accommodate electric charging , restaurant out of premises dining, car club - and now e-bike. While understanding that the pressures to accommodate green initiatives have their place - residents own cars - they are an important part of the family budget and cannot be simply swapped out for the

alternatives being offered. I often have to search for a parking space taking 15 minutes of more - and ending up parking more than 4 blocks away. The 10 acre estate has numerous restaurants and overflow from Chelsea Football club - taking yet more paces away just is not justifiable.

Objection Five

Parking spaces on Lots Rd and around have gradually and steadily decreased in numbers. It's very hard to find a space for a car. Young families with kids often have to walk few streets away (with buggies and belongings) to even get to the car. Definitely inappropriate given current parking space shortage.

Objection Six

We are very much pro bike, and pro clean movement in general, we welcomed more e-car charging points in the area. We cycle kids to schools and then to work every day.

Despite this we strongly object to the proposal.

Our newly built bedroom (at street level) is right in front of proposed dock. on top of hearing accelerating loud and polluting motorbikes using lots road as the rat run, we will also hear the bike click and chatting day and night.

Cremorne Park is lovely and the reason we moved here, but until nice people and young families claim it back, it is a known home for drunks and weed smokers, especially in the summer nights.

These are the last people you want grabbing a powered bike at a corner where car tends to turn sharply with little visibility: it is an accident waiting to happen. I had near miss experiences with my kids at this corner a few times.

On the top of this, proposed docks are also by our front garden door where we go out every morning to take our kids to school by bike, no doubt there will be over-spill of ebikes (very hard to move) which will end up in front of garden door.

Finally, while we are pro bikes, we do occasionally need to drive our kids to see family out of London in safe car seats, 80% of the time we don't find parking on Lots Road and end up going streets away, hoping kids will walk back safely home. It is unfair to think everyone with a car is a polluter not trying to use other means. Our car got stolen twice in the past 18months, which was a costly affair, and I would be happy to not have a car but with young kids it is not an option, and our stretch of Lots Road needs more parking options, not less.

I would love Lots Road to be harder to access by car. Our end is a dangerous rat run, but this proposal would make this end even more dangerous, it will be a huge nuisance for the bedroom on ground floor facing the proposed bike parking given the expected users of such bike you will be able to find in Cremorne Garden as soon as the weather gets warmer. I suggest you relocate bikes' bay on large pavement by the boats where people would have a better view of the Cremorne Road traffic, won't be a noisy nuisance, and where no more parking would be sacrificed.

Objection Seven

I can see that RBKC is trying to resolve this issue and it is a problem that has been getting worse. I have moved bikes left in ridiculous places and today at the corner of our co-op on Kings Road about 8 bikes were lying flat on the pavement. The problem is that even if RBKC utilize some of the parking spaces for bike users they will still not use them. Most people like to dump things just where they are have no consideration for the rest of society so you may find you RBKC will reduce valuable parking spaces for bike users who do not use them. Even cyclists are a danger to us on pavements and roads as they do not obey road safety rules. Scooters and ebikes are a greater danger to pedestrians as they run at high speed. The users are not tested on road safety, often teenagers, and flout the rules and have no insurance, testing, license or responsibility. All ebikes and scooters should be banned until a legal licensing, insurance and testing system is imposed.

Objection Eight

There is already a large TFL bike stand on the opposite side of the road.

Objection Nine

There is already a substantial size bay in this area and there is no need for further addition.

Objection Ten

I strongly object to the location of the e-bike bay on Lots Road, outside houses 8-12 Lots Road.

Why isn't the intended location on the main Embankment road? Or on a commercial part of Lots Road?

- the intended e-Bike parking location is a very narrow part and fast part of Lots Road. Crossing the road with our young children is already dangerous due to this. Putting a bike park will be a distraction and be a further danger to crossing the street for all children. Falling objects, mess etc.

- the bay takes away car parking places on this already parking deficient street

- an e-Bike park here will be a noise disturbance to residents

- drunk people coming from Cremorne Gardens will cycle drunk on these e-bikes.

I am a cyclist, I am pro cyclist. We should be putting a bike park safe on the street to encourage people to have their own bikes. People respect their own bikes. Not the dangerous use of rentals where riders have no helmets or any regard for road laws. I regularly see people drinking on these e-bikes, or smoking weed. These e-bikes rentals are dangerous!

Objection Eleven [Lots Village Chelsea]

on the north-west side of Lots Road, east of [redacted] and opposite Cremorne Gardens; on the east side of Uperne Road opposite the Chelsea Academy

[Additional Comments]

Please excuse the formatting, your documents do not copy and paste well

May we have more details about the proposed docking in Lots Village please, namely Uperne Road and Lots Road. Are there any drawings?

These bikes are an absolute nightmare in Lots Village, blocking pavements, parking bays, drop downs, entrances to flats and houses (including properties for registered blind residents), doors to cars. We are being sent countless photographs by residents. It is becoming almost impossible for wheelchairs, prams, anyone with a shopping trolley.

They are immovable for the majority of residents so cannot be moved easily, a few have been successful so they could get into their house or park their car, They present even more danger when they blow over in fairly light winds (with damage to property likely).

Will you be taking the same stand as Wandsworth Council?

The email reporting for the three major companies is pointless, one seems to result in no action, another just emails back with a long form wanting the serial numbers. The other we haven't tried.

Have you also seen the photos of bikes around the Hortensia Rd area on FC match days? An absolute sea of bikes blocking all pavements.

Far from creating green travel they are preventing the safe passage of our pedestrians.

If errant parking is proven, the fines the companies charge the last user are minimal, just pence so it's hardly an incentive. In addition people are seen trying the bikes which often results in a slight move. Even the Chelsea Academy have been seen just pushing them over because they can.

Could you please also explain how users will be encouraged to use the docking areas.

[Additional Comments]

FROM LOTS VILLAGE CHELSEA. An Association for Residents and Businesses

RE Proposed e bike docking spaces in Lots Village

We would like to request more information before this proposed docking space scheme is implemented

We asked how the scheme would prevent bikes being left scattered around Lots Village but we haven't received an answer.

Whilst not wishing to delay any scheme which might improve pedestrian safety it is important to know how this will be achieved.

We have both vehicle and bike users and of course there is always a balance to be met.

Several residents have suggested alternative spots which may be a) safer and b) result in reduced loss of parking. We would be very happy to walk around the area with officials to look at the pros and cons of different areas. Siting of bays does of course pitch one road against another but perhaps a balance can be met under the guidance of highways who know the rules and regulations of such matters. In addition not all properties were leafleted. At the same time it might be an idea to address the positioning of drop downs in the area.

Parking is a major issue within Lots Village and the issue cannot be ignored, even households without a car have trades needing to park up. Even when suspended bays are returned to use (after the developers have finished with them), there will be an increase in demand for these spaces as the development becomes occupied.

Over many years our general parking spaces have been eroded, Tetcott Road South (pedestrianised for the school), Santander bikes, electric charging bays, hire car bay, a grab of spaces for use by developers for deliveries, access, by Tideway for turning. This included P&D bays which are essential for a) a business zone because offices and showrooms need visitors and clients, and also b) for households who need visitors, plumbers, carers etc. we have effectively become a no visit zone for some contractors, emergency plumbers won't come as we have inadequate parking. Some will visit on a motorbike or bike but not if they need bulky tools or long lengths of materials.

Abandoned bikes on the pavements cause considerable hazards, to pedestrians, prams, wheelchairs, visually impaired. They may be left responsibly but more often than not an individual will attempt to use them, thwarted they leave it blocking drop downs, pavements, gates and steps.

The issue of abandoned scooters and bikes was a topic at a recent Chelsea Riverside Ward Police meeting. Whilst our DWOs do what they can they have limited space to store offending "vehicles"

We have given our members the emails for reporting dangerously abandoned bikes, there has been a mixed response. Some require a serial number, or just too much detail so reporting is low.

Can priority be given to geo fencing, there are certain areas here where bikes should not be left. Areas of high pedestrian usage, areas where more vulnerable residents live, drop downs. What is the current roll out for no parking zones. Other councils appear to have more varied measures in place, can RBKC liaise with them perhaps, their schemes are well documented. We certainly need more of a dialogue.

Objection Twelve [Lots Village Chelsea Association]

Recently residents of Lots Road, SW10, had pushed through their letter-boxes a letter signed by a Neil Simpson from RBKC informing the residents of Lots Road that RBKC intended to remove a number of resident parking bays in Lots Road and replace them with docking stations for e-bikes.

In the last ten year Lots Road, between the junction with Cremorne Road and Ashburnham Road, has had 21 docking bays for Boris Bikes installed, at a loss of two P&D parking bays and single yellow lines, four resident parking bays (to allow for access of large construction vehicles to the Tideway site). Recently we were told that two P&D bays are going to be turned into charging bays for electric vehicles (these in addition to two charging points on lampposts) and now RBKC wants to take a further two resident parking bays in this same stretch of Lots Road for rental e-bike docking.

We also lost more than 20 bays for construction work on the development of the Power Station. At the time these were removed local residents were assured that we would not lose any more parking bays and that those that had been taken would be reinstalled.

I leave it to you all to assess for yourselves the worth of a verbal assurance from a senior RBKC Council officer.

There is no possible reason for installing e-bike docking bays in Lots Road, except the Council mindset of “stuff them down there in Lots Road”. Resident parking bays in Lots Road are at a premium, not only do residents of Lots Village use them but so do the residents of the houseboats, moored alongside Cheyne Walk, and residents in the World’s End Estate, who prefer to park in Lots Road rather than use the parking facilities provided on the estate.

Lots Village in an Employment Zone (RBKC Local Plan 2019). This is acknowledged by Councillors and Council Officers. The businesses centre at Chelsea Wharf is an important part of this employment area. This means that businesses there need access for their customers and clients, which also inevitably means Pay and Display parking bays. Furthermore, these bays, the numbers of which have already been diminished in the area, are the only places for visiting maintenance workers and engineers to park; roofers, plumbers, electricians etc need vans.

Parking bays are essential in Lots Road and we simply cannot afford to lose any more.

There is no logic or sense to installing e-bike parking bays in Lots Road, where to date no such bikes have been left. A far more intelligent place to put them would be in the World’s End Estate, where rental e-bikes are frequently left.

Objection Thirteen [Lots Road Neighbourhood Forum]

Re: PROVISIONS FOR THE INTRODUCTION OF DOCKLESS BICYCLE PARKING BAYS AND MISCELLANEOUS PARKING AND WAITING RESTRICTIONS CHANGES RELATING TO THE INSTALLATION OF DOCKLESS BICYCLE PARKING BAY

I am writing in my capacity as Chair of the Lots Road Neighbourhood Forum regarding the above mentioned consultation and the proposed 'Kensington and Chelsea (Free Parking Places, Loading Bays and Waiting, Loading and Stopping Restrictions) (Amendment No. *) Order 2023 and The Kensington and Chelsea (Charged-For Parking Places) (Amendment No. *) Order 2023'. More specifically I am writing with regard to the proposed bays in Lots Road and Uperne Road, numbered lxxxix and cl in your draft order. Both these sites fall within the boundary of the Lots Road Neighbourhood Forum Area, designated by the Royal Borough of Kensington and Chelsea for the purposes of Neighbourhood Planning under section 61F and 61G of the Town and Country Planning Act 1990, as amended.

Following concerns raised by a large number of local residents the Management Committee of the Lots Road Neighbourhood Forum vigorously objects to these two proposed bays. We would cite the following reasons to support this objection:

- In the last ten years Lots Road, between the junction with Cremorne Road and Ashburnham Road, has had 21 docking bays for Santander Bikes installed, at a loss of two P&D parking bays and single yellow lines. Four resident parking bays were also lost to allow for access of large construction vehicles to the Tideway site.
- The area has also seen the loss of more than 20 bays for construction work on the development of the Power Station. At the time these were removed local residents were assured that we would not lose any more parking bays and that those that had been taken would be reinstalled.
- A further two P&D bays are going to be turned into charging bays for electric vehicles (these in addition to two charging points on lampposts) in this same stretch of Lots Road for rental e-bike docking.
- Resident parking bays in Lots Road are at a premium, not only do residents of Lots Village use them but so do the residents of the houseboats, moored alongside Cheyne Walk, and residents in the World's End Estate, who prefer to park in Lots Road rather than use the parking facilities provided on the estate.
- Lots Village in an Employment Zone (RBKC Local Plan 2019). Local businesses need access for their customers and clients, which also inevitably means Pay and Display parking bays. Furthermore, these bays, the numbers of which have already been diminished in the area, are the only places for visiting maintenance workers and engineers to park; roofers, plumbers, electricians etc need vans.
- The existing provision of Santander bikes provides adequate provision those who wish to visit the area by rental bike. As the area is not a main transport hub there is no major problem with visitors abandoning bikes and scooters, as is visible around the Underground Stations in the borough.
- The best solution for bike storage are docking stations, where they can be left in a safe and orderly condition. Simply designating bays may lead to the dangerous, disorderly mess that can be seen around the e-scooter bays that have already been allocated in the borough.
- If there is a need in the future to provide spaces for dockless bicycles there are plenty of spaces in Chelsea Riverside ward where this can be achieved, such as the large open spaces on the Worlds End Estate.

In summary, the area cannot afford to lose any further resident or P&D parking bays, given the bays that have already been lost and the significant pressure on parking within the area. Furthermore, we do not believe that the case has been made for the addition of these bicycle

bays within the area and were they to be required the Council should explore options that do not involve the loss of resident and P&D parking facilities. Lastly, if there are any points in our objections that require greater clarification please do not hesitate to contact me.

Objection Fourteen

Whilst we acknowledge the many advantages of electric hire bikes, we can't help think that the roll out has not been considered fully

We speak also for neighbours who do not have the advantage of email communication but who are older, use shopping trolleys, mobility aids, registered blind etc.

May we request a pause on the location of the docking sites, we'd like to impart our local knowledge and give our feedback before valuable Council funds are spent perhaps unnecessarily .

Our primary concern is that of pedestrian safety. Pedestrians simply walking, or those pushing wheelchairs, prams, shopping trolleys or even carrying shopping bags. Motorised wheelchairs and mobility scooters also have their access impeded. If in any way hindered or impaired it is almost impossible to retrace steps to find another way around and find a drop down and forces one to use the road shared with vehicles and for one not be able to get to a safe crossing point.

We asked the question of how will the proposed docking stations improve matters. What guarantees are there that users will use the docking stations and not discard bikes in anti social and dangerous ways. We have yet to receive an answer.

What arrangements do you have with Lime, Dott and Tier. Are the docking stations compatible with all makes. We ask again how will the docking arrangements improve safety.

In LBHF Lime bikes must be parked in "mandatory parking areas". To prevent pavement obstruction in Hammersmith and Fulham, Lime has "developed a range of enforcement tools to manage how users park their vehicles. These include
GPS based No Parking and Mandatory Parking Zones
Mandatory user end photos
Enhanced Education processes which includes rider incentives, warnings, and fines"

The other London boroughs who have mandatory parking areas are: Camden, City of London, Hackney and Ealing. Wandsworth Council is getting tough on e-bikes

You also need to review with Lime what they consider considerate parking. They use words like “avoid”. They show a bike parked on the kerb stone of an empty parking bay which means if a car parks they won’t be able to get in or out. RBKC are surely in a position of authority to be able to influence the hire companies in order that the schemes work for their borough.

Will they prevent the following:

The bikes can sometimes be left in an appropriate way but then moved by miscreants trying to use a bike for free. More often than not the bike users are witnessed leaving the bikes in inappropriate places, their photos taken do not show the error. They’ll photograph the bike against a wall, not showing the bike impeding the pavement or it’s proximity to an entrance.

We understood that there was a way for Lime to zone areas so that bikes can’t be left there. Surely Uperne Road and Tetcott Road, plus nearby lengths of Burnaby Street and Lots Road should be exclusion zones. When you have over a thousand students using the pavements it is untenable to have an obstacle course of bikes on pavements around here. At times we have tried to negotiate a very small stretch of pavement and had to go around ten bikes. It appears that under 18s in particular have no regard as to where they leave them. Just the other day one was left on the road, six inches inside a parking bay, the rest at right angles across the carriageway. It seems to be people without phone apps who are attempting to move them.

They are left on double yellow lines, impeding turning of vehicles. Resident parking preventing efficient parking. On drop downs preventing safe passage, trapping certain pavement users. Across pavements. Across gates. Alongside cars preventing the driver getting into the car. Across the boot of a car preventing access. Left without regard of what happens in even light winds or if those intent on mischief push them over.

We cannot ignore the loss of parking. There are arguments for and against so there has to be a balance, but it is stating fact to say that the area has already lost parking by various means along the years, a gradual eroding of space. We also expect an influx of vehicle users from the new developments who will need street parking, both resident permit and P&D. We are an employment zone, our businesses need vehicular access for clients, customers and staff. Residents here also need access for servicing their buildings, all too often we are met with plumbers refusing to visit because we don’t have sufficient parking. Reduce the parking and we will be left with an even smaller pool of contractors. It

is true that some can use motorbikes and bikes, but not if they are carrying heavy tools, long lengths of materials, ladders, or are travelling from one customer to the next and need a secure vehicle to store their daily trade equipment.

Can the scheme be delayed until better sites are found, we are willing to walk around the area with officers to determine sites without requiring loss of parking. Has the overspill been considered? Docking sites at busy pedestrian junctions will cause pedestrians to have to use the road, will extra drop downs be provided so that obstructions can be circumnavigated? There are already areas here which are not accessible via wheelchair because of the lack of drop downs or inadequate drop downs (i.e. too high), to just add to this discriminates against disability in many forms.

Lastly, should the scheme not be paused until it is known for sure the hire schemes will continue, for example Paris is to ban electric scooters, e scooters and e-bikes are inextricably linked. Will the Santander e bike docking scheme replace the Lime model where bikes can be left freestanding wherever the user chooses? They must all be looked at as a whole. If e scooters increase, will e-bikes decrease? Evidently the Dept of Transport are planning new legislation which would allow local authorities to manage the schemes and enforce parking themselves. You already have the powers to remove e bikes from pavements but this just doesn't seem to happen. You need to work more closely with the operators, some insist you type in the bikes serial number to report dangerous parking. This is not always possible and is always an inconvenience, people here have stopped taking photographs, stopped reporting.

At the moment Santander have 500 e-bikes available at their 800 docking stations. The fine is £300 if you don't leave it correctly. Lime have over 700 e-bikes. The two Line apps have a different functionality, Lime itself has designated spots whereas the Uber integration allows for the bike to be left absolutely anywhere. Fines are minimal. How great will the growth of Dott, Tier and Human Forest schemes be, with perhaps even more operators. If you just look at certain areas when events are on you will see the nuisance factor, for instance when Chelsea FC are at home. At these times you are engineering anyone elderly or less able or pushing a pram/chair etc to stay at home and not go out. Or have to order a taxi just to get to an appointment safely.

With regard to e scooters TFL say "Our current trial of rental e-scooters is expected to run to autumn 2023. We are currently running a competitive procurement process for the new phase of London's rental e-scooter trial, and operators will be selected on their ability to meet strict safety requirements and high operating standards".

You need to lobby TFL to push the need for safe operating requirements for e-bikes in the borough.

Support in Part One

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

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

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

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

Support in Full Two

I am submitting this consultation response in a personal capacity.

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

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

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

Support in Full Three

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

Support in Full Four

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

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

Support in Full Five

Considering the number of e-bikes parked around the entrance of Cremorne Gardens, it is clear that many e-bike riders come here. Removing a residents parking space is not great - as a car owner I know it will affect me adversely. However, the current situation is simply too dangerous for the most vulnerable pedestrians - those in wheelchairs, partially sighted etc. If there is a nearby alternative that works as well (e.g. on the wide pavement next to the wall of the Worlds End Estate), then that would be preferable. However, it would be dangerous to keep the situation as it is. If the only option is to lose 5m of parking space, so be it. We cannot afford to push this forward with yet more consultations.

Support in Full Six

As a directly adjoining neighbour to this proposed parking space I highly welcome the idea. Living in this aspiring part of central London as a young professional I don't see the necessity of using a private car to commute and enjoy the alternative of bike shares to move through the city especially in the summertime. I believe that this project could add a point of reference to the users as well as clearing up disrupted pavements (as happened before) in front of home entrances. However as part of this project I would kindly ask for the nearby crossing arrangements at Cremorne Road/Lots Road West to be updated in order to assure a safe path for pedestrians, bikers and other road users.

Support in Full Seven

It is essential that the pavements, which are currently overrun with pushbikes, redundant rental bicycles, electric bicycles, electric scooters, none of which should be there, should be returned to being a safe area for pedestrians.

[Additional Comments]

Well done RBK&C! The hire bicycles are a grand amenity but having to work one's way around piles of abandoned bikes is not helpful, so your parking bays will be a good step forward for all parties. The e-scooters are less of a joy but hopefully some order will be required of users which will help pedestrians to walk safely around our Borough.

Support in Full Eight

E-bikes are often parked in the middle of the pavement around Cremorne Garden. This causes obstruction to pedestrians, and can be dangerous. The council already has a poor track record on safety, and 5m of residents parking is a small price to pay to help the most vulnerable. Very useful for the kids that use e-bikes. Much better than having them littered on the street.

Support in Full Nine

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

Appendix 6: Responses received for proposed e-bike bay in Milman's Street

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

It's hard to see if this is in the street or on the pavement.

Support in Part Three

The proposed e-bike parking could easily be accommodated on the pavement at this site without losing a car on-street residents' parking bay. There is an existing bike storage facility here. Extending to include e-bike storage would simply be a case of marking the pavement and perhaps some adjustment of street furniture. There is no need to remove a car space.

I make this point because of the density of residences versus lack of parking spaces on Milmans Street and the Cremorne Estate. I normally support the removal of car parking to be replaced by bike parking or trees or benches but not in this specific case.

If a parking space needs to be removed other measures should be introduced to favour small town cars over most larger cars, such as small parking bays separated by trees. RBKC has too many large and wide cars which is an unwelcome fashion. A gold plated electric Fiat 500 can serve instead of a tractor.

I should disclose that I drive a Hyundai i10 town car and this e-bike parking proposal is to remove my favourite parking space near my home. But I think my points stand irrespective of my own circumstances.

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

Objection One

The whole point of e-bikes is to create flexible mobility. If you confine them in few scattered bays the whole purpose is defied.

I oppose to the creation of the parking space. LIME e-bikes parking must remain free. You can impose the providers to block some location with narrow pavements.

In any case there are too few parking bays.

I vote for stopping this.

Objection Two

The parking proposals will simply encourage even more inappropriate parking including random parking of the e bikes . The bikes cause unnecessary obstructions both in the carriageway and on the footways. They cause obstructions to the aged and infirm and will already block the inadequate footways. Ebikes do not make people fit they make them lazy. Ordinary push bikes are fine. The whole place is becoming increasingly cluttered. I note many companies operating these bikes drop of significant numbers in the small hours when no one is about.

Support in Part One

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

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

1. There should be extra provision for bays outside or near tube stations or busy connection points, often cycle hire is part of a multi-modal journey and providing convenient connection with public transport is important. It is also outside tube stations where dockless bikes are often left by companies and users in significant volumes, this causes significant pavement congestion.

2. Bays should also be conveniently located near schools, GP's, hospitals and other such places to enable greater short local journeys to be made by bike than driving
3. It should be the aim to have such bays on every road with a maximum walking distance to ensure cycle hire provision is convenient for everyone across the borough, user compliance will also increase if bays are easy to find and are visible
4. It would be good for bays to have residential cycle parking facilities adjacent with planting to improve kerbside space
5. The bays should have planting or bollards to clearly designate bays for cycle parking and provide protection for cycles parked in the bays and avoid vehicles encroaching, parking or stopping in such bays

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

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

Support in Full Two

I am submitting this consultation response in a personal capacity.

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

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

1. Provide convenient designated locations for hire users
2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes

3. Addresses many of the concerns expressed by residents and others about the impact of dockless hire bikes on pavements and impact on pedestrians
4. Improve pedestrian experience and safety
5. Improve the safety for hire users using the carriageway at present for parking
6. Reduce conflict between pedestrians and cyclists (negating need to mount pavement to park bikes)
7. Alleviate the increasing instances where bikes are parked between cars or in carriage way by providing designated fit for purpose infrastructure
8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g., City of London

Support in Full Three

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

Support in Full Four

I think it is better to have designated spaces to leave these bikes rather than to have them littered all over the pavement causing pinch-points and trip/fall hazards. The City of London as done similar for quite a while and the bikes are much tidier yet still readily available, so this proposal works. Collaboration with the bike providers whereby GPS is used to charge people who leave them other than in designated areas incentivises compliance. This is a general comment which applies to all of the proposed sites, but your consultation document insists on appending comments to one particular site. This has been appended to the site nearest to where I live but applies to all.

Support in Full Five

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

Appendix 8: Responses received for proposed e-bike bay in Old Church Street

Objection One

Old Church Street is a very busy through road, at times very congested by trucks, single decker buses, commercial delivery vehicles, bin lorries and pedal cyclists going against the one way traffic. This is a totally inappropriate site for this purpose.

Many cities (e.g. Paris, Stockholm, Copenhagen) are either banning or severely restricting the use of e-bikes, which are widely regarded as a pestilence by other road and pavement users. (See article in Daily Telegraph Review of 4th April).

The use of these rental scooters should be circumscribed, not facilitated.

Support in Part One

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

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

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

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

BS4KC welcomes and fully supports the proposals brought by RBKC to introduce dockless cycle hire bays in the carriageway across the borough. Dockless cycle hire bikes are providing convenient and sustainable travel options for many RBKC residents as well as those studying, working

or visiting the borough. Their popularity is very much evident when walking down any street in the borough and these proposals rightly address some of the unintended consequences of dockless hire bike schemes. As such the proposals fully align with the RBKC plan of being a greener, safer and fairer borough;

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

Support in Full Two

I am submitting this consultation response in a personal capacity.

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

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

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

Support in Full Three

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

Support in Full Four

I think it is better to have designated spaces to leave these bikes rather than to have them littered all over the pavement causing pinch-points and trip/fall hazards. The City of London as done similar for quite a while and the bikes are much tidier yet still readily available, so this proposal works. Collaboration with the bike providers whereby GPS is used to charge people who leave them other than in designated areas incentivises compliance. This is a general comment which applies to all of the proposed sites, but your consultation document insists on appending comments to one particular site. This has been appended to the site nearest to where I live but applies to all.

Support in Full Five

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

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

Objection One

The installation at this place is not adequate: It is visible from King's Road so the majority of people who want to use it will come from King's Road. So it can be anticipated they will take the shortest way to reach the place, and therefore will enter against the "No Entry Signs", which will create anger for cars and more specifically for the pedestrians getting out of the square to King's Road. The lawful way to get to the bike space from King's Road would be for them to get to Paultons Square through Old Church Street, but nobody will do this or even think they can do it. It would make much more sense to install the space on King's Road.

Objection Two

There is 'no entry' from the kings road- and this bike stand will encourage bikers to steer the wrong way- as the right way to approach from the kings road is a long deviation (via old church street). Why not position at the north end of Paultons square- on the kings road- there is plenty of space. The residents parking spaces are very limited for us residents due to the commercial activity on the kings road and the Chelsea pig. We cannot afford to give up two more spaces of parking.

Objection Three

The proposed location is dangerous as it will strongly encourage e-bikes to go the wrong way down the one way street from the Kings Road rather than going around Old Church Street and Paultons Street. This will create a serious hazard. It will also take out 2 cars from the Square's crowded residents bay. It makes more sense to locate this bay on the Kings Road itself at the top of the Square.

Objection Four

The proposed location of an e-bike parking area at the top of Paultons Square is dangerous because it will encourage e-bike & pedal cyclists to go the wrong way down the one-way system from the Kings Road rather than going the correct route down Old Church Street or Beaufort Street. This creates a serious hazard for pedestrians, cars & cyclists in Paultons Square. You will be removing 2 residents car spaces from the Square's already crowded residents bays - this is unwanted and unwarranted. Put the bike park on the Kings Road at the top of Paultons Square, not IN Paultons Square. Otherwise, you already have two LARGE TfL Cycle Stations on The Vale (24 bike slots) and Chelsea Embankment Roper's Court (21 bike slots). Stop taking space from residents and make those existing bike parks 50/50 pedal and e-bike.

Objection Five

The proposed site encourage extra traffic down one way street very dangerous and extra noise and traffics to the other quite residential square.

Objection Six

I am against the ebike parking at this location because:

1. Paultons Square is a one way road. I believe this proposed location is dangerous as it will strongly encourage e-bikes to go down the wrong way. Traffic is meant to around Old Church Street and Paultons Street. These bicycle parking will be a large nuisance to the Square : obviously people will never use the normal route to park their bike (very long if they want to do it legally through Old Church Street) so it means they will definitely enter against the “No Entry Signs”, which creates danger for cars and more specifically for the pedestrians getting out of the square to King's Road.
2. This will create a serious hazard.
3. What is urgently needed is space for residents cargo family bikes. Larger spaces are needed in order to cater for them. They can't be kept inside houses as they are too big so urgently needed is adequate space to park these bikes safely.
4. It makes more sense to locate this bay on the Kings Road itself at the top of the Square.

Objection Seven

The proposed location is dangerous as it will strongly encourage e-bikes to go the wrong way down the one way street from the Kings Road rather than going around Old Church Street and Paultons Street. This will create a serious hazard. It will also take out 2 cars from the Square's crowded residents bay, which is often used by cars not registered to the Square. It makes more sense to locate this bay on the Kings Road itself at the top of the Square.

Objection Eight

Paultons Square is a one way street. The siting of a bike park here will encourage cyclists to enter Paultons Square the wrong way from the Kings Road (rather than using the one way system via Old Church Street). Entering will present a danger both to the cyclist entering the wrong way and cars leaving in the correct direction.

The residents of Paultons Square would like a cycle hub/ dome for the use of their own bikes please provide this instead.

Objection Nine

The proposed location is dangerous as it will strongly encourage e-bikes to go the wrong way down the one way street entering from the Kings Road rather than going around one way system via Old Church Street and Paultons Street. This will create a serious hazard to bikers and car users. It will also take out 2 parking bays from the Square's allocated residents bays which are very limited and crowded already. It makes more sense to locate this bay on the Kings Road itself at the top of the Square, next to Zip car bay.

Objection Ten

The proposed location is dangerous as it will strongly encourage e-bikes to go the wrong way down the one way street from the Kings Road rather than going around Old Church Street and Paultons Street. This will create a serious hazard. It will also take out 2 cars from the Square's crowded residents bay. It makes more sense to locate this bay on the Kings Road itself at the top of the Square.

Objection Eleven

Bike traffic against the one way road will blind side pedestrians. This already is an issue with cars and some lorries taking a short cut contrary to the one way system which has been designed to stop rat running. It will become more serious, and we expect bikes and scooters which already are obstructing the sidewalk to spill into a narrow road and footpath. There is a concentration of night clubs close by, and this will make drink riding a serious concern.

Objection Twelve

The location simply encourages cyclists to not observe the "no entry signs" at the top of the exit to Paulton's Square, which creates danger. The location will lend itself to uncontrolled parking of bicycles that will be left for drivers and residents close by to continually correct. Pushing the location onto the Kings Road at the top of Paulton's Square will encourage the responsibility of parking sensibly to be taken on by the general public whilst not increasing risk of ruining a perfectly good traffic system.

Objection Thirteen

The proposed location is dangerous as it will strongly encourage e-bikes and scooters to go the wrapping way down a one way street from Kings Road, rather than going the official way from Kings Road to Old Church Street, past Paultons Street to the second exit from Paultons Square. This will create a serious hazard. It will also take out 2 car spaces from the already crowded residents bay. It makes more sense to locate the bay on Kings Road at the top of the Square.

Objection Fourteen

The proposed location is dangerous as it will strongly encourage e-bikes and scooters to go into the square down a one way street for out-coming traffic only from Kings Road. The official way they would have to return the bikes if they followed the rules of the road would be to go from Kings Road to Old Church Street, down Paultons Street and onto Paultons Square. We all know this will not happen. This will create a serious hazard and it will also take away two parking spaces for residents cars that are already under pressure for all residents to park their cars. It would make a lot more sense to allow for the parking of these bikes on Kings Road at the top of the square in front of the bench.

Objection Fifteen

There is already a problem with people loitering at this end of Paultons Square including delivery drivers, scooters etc. I am concerned that this will encourage further loitering. The proposed location in Old Church Street, south of Kings Road is better.

Objection Sixteen

Our experience with designated bays is that users treat them as casually as they do in leaving e-bikes in undesignated areas - the bikes are left in and around the area, sometimes upright, sometimes not. Having designated areas is likely to lead to concentrated areas of ugly obstruction. Specifically as regards Paultons Square, (i) it already suffers from delivery scooter drivers using it as a favoured parking place (ii) the visual

quality of the Square has already been adversely affected by the placing of three large restaurant bins at the top end of the Square, from which liquid refuse escapes and (iii) the Residents Association has already had to resort to hiring private security in order to safeguard the Square from theft, vandalism, urination and littering, the risk of which will be increased by the increased flow of e-bike traffic.

Objection Seventeen

The proposed location is dangerous as it will strongly encourage e-bikes to go the wrong way down the one way street from the Kings Road rather than going around Old Church Street and Paultons Street. This will create a serious hazard. It will also take out 2 cars from the Square's crowded residents bay. It makes more sense to locate this bay on the Kings Road itself at the top of the Square.

Objection Eighteen

This would be terrible for the quiet and residential square, creating chaos in the one way street system and a danger for our children. It would also take out 2 parking places from the already crowded residents parking slots. Having the dock on the kings road, already a busy road, would make a lot more sense.

Objection Nineteen

Please could I lodge my formal objection to the proposed electric bike docking station near [redacted] Paultons Square, [redacted].

For the following reasons :

1. It would attract drunk riders leaving venues such as the Blue Bird and Raffles and the Big Easy all within close proximity of the proposed site
2. It would encourage bikes to be abandoned on pavements and in the road and badly parked in general
3. It would encourage more riders to ride in the wrong direction of the traffic - this already happens and is a dangerous hazard
4. It will create noise from people milling around and from the bikes themselves being clunked around not too mention the service vehicles needed to fix/monitor the bikes

5. It will remove 2 desperately needed parking bays from the street
6. Ultimately it will attract more people to the square that are not residents

Objection Twenty

Please could I lodge my formal objection to the proposed electric bike docking station near 1 Paultons Square, SW3 5DT

For the following reasons :

1. It would attract drunk riders leaving venues such as the Blue Bird and Raffles and the Big Easy all within close proximity of the proposed site
2. It would encourage bikes to be abandoned on pavements and in the road and badly parked in general
3. It would encourage more riders to ride in the wrong direction of the traffic - this already happens and is a dangerous hazard
4. It will create noise from people milling around and from the bikes themselves being clunked around not too mention the service vehicles needed to fix/monitor the bikes
5. It will remove 2 desperately needed parking bays from the street
6. Ultimately it will attract more people to the square that are not residents

Objection Twenty-one

Please could I lodge my formal objection to the proposed electric bike docking station near 1 Paultons Square, SW3 5DT

For the following reasons :

1. It would attract drunk riders leaving venues such as the Blue Bird and Raffles and the Big Easy all within close proximity of the proposed site
2. It would encourage bikes to be abandoned on pavements and in the road and badly parked in general
3. It would encourage more riders to ride in the wrong direction of the traffic - this already happens and is a dangerous hazard
4. It will create noise from people milling around and from the bikes themselves being clunked around not too mention the service vehicles needed to fix/monitor the bikes
5. It will remove 2 desperately needed parking bays from the street
6. Ultimately it will attract more people to the square that are not residents

Objection Twenty-two

We are against the plan for an E bike park as designate in our Square It is in a one way street so that could encourage illegal riding which would be dangerous More convenient for everyone and safer in the Kings Road.

Objection Twenty-three

I live on Paultons square, I object to the dock less bikes.

Support in Part One

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

habits. Residents will be forced to struggle even more for parking, and the Council will continue to collect revenue from permits and fines from people who feel forced to park in empty or under-used e-bike bays. Rather than apply this scheme wholesale and risk a potentially expensive disaster, please trial it in a couple of areas first to see whether it actually works.

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

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

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

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

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

With the introduction of any new service there is a need to provide suitable infrastructure. It is recognised that dockless cycle hire bikes have in most places no designated parking provision therefore users usually leave them where their ride ends. Some make efforts to park the bike without causing obstruction however in most cases users do park the bikes on pavements (as do the hire companies in some cases). This invariably causes obstruction to pedestrians and impacts most on those who have mobility issues. On busy streets it causes pedestrian congestion with so much space taken up by cycle hire bikes (and other pavement clutter). Increasingly hire bike users are attempting to not

cause obstructions on the pavement however there is no designated infrastructure for them so even the most well meaning users who leave the bikes between parked cars or in the carriageway also end up causing unintended inconveniences and risks. Designated cycle hire bays would address the vast majority of current issues associated with dockless hire bike schemes.

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

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

Carriageway cycle bays:

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

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

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

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

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

Support in Full Two

I am submitting this consultation response in a personal capacity.

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

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

1. Provide convenient designated locations for hire users

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

Support in Full Three

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

Support in Full Four

I think it is better to have designated spaces to leave these bikes rather than to have them littered all over the pavement causing pinch-points and trip/fall hazards. The City of London as done similar for quite a while and the bikes are much tidier yet still readily available so this proposal works. Collaboration with the bike providers whereby GPS is used to charge people who leave them other than in designated areas incentivises compliance. This is a general comment which applies to all of the proposed sites, but your consultation document insists on appending comments to one particular site. This has been appended to the site nearest to where I live but applies to all.

Support in Full Five

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

Appendix 10: Responses received for proposed e-bike bay in Upcerne Road

Objection One

The Lots Road area suffers from constant limitation of resident parking spaces. You took parking spaces around Thames Sewers away, then you replaced a single yellow line with a double on Uverdale Road despite numerous complain from residents. It is often impossible to find partaking for local residents and we have to park streets away from our residences. This is especially burdensome for elderly residents. Taking more parking spaces away will further worsen this situation. In addition these bicycles are mostly used by pupils from the Chelsea Academy. They often disregard traffic rules when using these bicycles and create dangerous situations. We need traffic enforcement officers on the ground explaining the rules to these kids otherwise it may not end well.

Objection Two

Not needed due to lack of demand and it restricts parking which is already restricted

Objection Three

The is already a loss if parking for residents in this area with considerable parking spaces given up the Santander bicycle bays. During the day non residents such as teachers are permitted to park in residents bays whilst residents pay for parking they are then unable to access. This is an area soon to have a loss of much relied upon buses and have little in terms of amenities.

Objection Four

There are already a lot of bike stands and we have already lost a lot of residents parking and have the pressure of those parking for the business centre and the school parking. We have lost 10 metres of residents parking in Tetcott Road alone. It will take away yet more parking and there will still be bikes everywhere. It would be more useful if you could do something about the bikes coming through Westfield Park by providing barriers at the gates, better signage and by fining people. The bike storage has just encourage more rude bikers to come through the park,

Objection Five

Whilst we acknowledge the many advantages of electric hire bikes, we can't help think that the roll out has not been considered fully

We speak also for neighbours who do not have the advantage of email communication but who are older, use shopping trolleys, mobility aids, registered blind etc.

May we request a pause on the location of the docking sites, we'd like to impart our local knowledge and give our feedback before valuable Council funds are spent perhaps unnecessarily .

Our primary concern is that of pedestrian safety. Pedestrians simply walking, or those pushing wheelchairs, prams, shopping trolleys or even carrying shopping bags. Motorised wheelchairs and mobility scooters also have their access impeded. If in any way hindered or impaired it is almost impossible to retrace steps to find another way around and find a drop down and forces one to use the road shared with vehicles and for one not be able to get to a safe crossing point.

We asked the question of how will the proposed docking stations improve matters. What guarantees are there that users will use the docking stations and not discard bikes in anti social and dangerous ways. We have yet to receive an answer.

What arrangements do you have with Lime, Dott and Tier. Are the docking stations compatible with all makes. We ask again how will the docking arrangements improve safety.

In LBHF Lime bikes must be parked in "mandatory parking areas". To prevent pavement obstruction in Hammersmith and Fulham, Lime has "developed a range of enforcement tools to manage how users park their vehicles. These include
GPS based No Parking and Mandatory Parking Zones
Mandatory user end photos
Enhanced Education processes which includes rider incentives, warnings, and fines"

The other London boroughs who have mandatory parking areas are: Camden, City of London, Hackney and Ealing. Wandsworth Council is getting tough on e-bikes

You also need to review with Lime what they consider considerate parking. They use words like "avoid". They show a bike parked on the kerb stone of an empty parking bay which means if a car parks they won't be able to get in or out. RBKC are surely in a position of authority to be able to influence the hire companies in order that the schemes work for their borough.

Will they prevent the following:

The bikes can sometimes be left in an appropriate way but then moved by miscreants trying to use a bike for free. More often than not the bike users are witnessed leaving the bikes in inappropriate places, their photos taken do not show the error. They'll photograph the bike against a wall, not showing the bike impeding the pavement or it's proximity to an entrance.

We understood that there was a way for Lime to zone areas so that bikes can't be left there. Surely Uperne Road and Tetcott Road, plus nearby lengths of Burnaby Street and Lots Road should be exclusion zones. When you have over a thousand students using the pavements it is untenable to have an obstacle course of bikes on pavements around here. At times we have tried to negotiate a very small stretch of pavement and had to go around ten bikes. It appears that under 18s in particular have no regard as to where they leave them. Just the other day one was left on the road, six inches inside a parking bay, the rest at right angles across the carriageway. It seems to be people without phone apps who are attempting to move them.

They are left on double yellow lines, impeding turning of vehicles. Resident parking preventing efficient parking. On drop downs preventing safe passage, trapping certain pavement users. Across pavements. Across gates. Alongside cars preventing the driver getting into the car. Across the boot of a car preventing access. Left without regard of what happens in even light winds or if those intent on mischief push them over.

We cannot ignore the loss of parking. There are arguments for and against so there has to be a balance, but it is stating fact to say that the area has already lost parking by various means along the years, a gradual eroding of space. We also expect an influx of vehicle users from the new developments who will need street parking, both resident permit and P&D. We are an employment zone, our businesses need vehicular access for clients, customers and staff. Residents here also need access for servicing their buildings, all too often we are met with plumbers refusing to visit because we don't have sufficient parking. Reduce the parking and we will be left with an even smaller pool of contractors. It is true that some can use motorbikes and bikes, but not if they are carrying heavy tools, long lengths of materials, ladders, or are travelling from one customer to the next and need a secure vehicle to store their daily trade equipment.

Can the scheme be delayed until better sites are found, we are willing to walk around the area with officers to determine sites without requiring loss of parking. Has the overspill been considered? Docking sites at busy pedestrian junctions will cause pedestrians to have to use the road, will extra drop downs be provided so that obstructions can be circumnavigated? There are already areas here which are not

accessible via wheelchair because of the lack of drop downs or inadequate drop downs (i.e. too high), to just add to this discriminates against disability in many forms.

Lastly, should the scheme not be paused until it is known for sure the hire schemes will continue, for example Paris is to ban electric scooters, e scooters and e-bikes are inextricably linked. Will the Santander e bike docking scheme replace the Lime model where bikes can be left freestanding wherever the user chooses? They must all be looked at as a whole. If e scooters increase, will e-bikes decrease? Evidently the Dept of Transport are planning new legislation which would allow local authorities to manage the schemes and enforce parking themselves. You already have the powers to remove e bikes from pavements but this just doesn't seem to happen. You need to work more closely with the operators, some insist you type in the bikes serial number to report dangerous parking. This is not always possible and is always an inconvenience, people here have stopped taking photographs, stopped reporting.

At the moment Santander have 500 e-bikes available at their 800 docking stations. The fine is £300 if you don't leave it correctly. Lime have over 700 e-bikes. The two Lime apps have a different functionality, Lime itself has designated spots whereas the Uber integration allows for the bike to be left absolutely anywhere. Fines are minimal. How great will the growth of Dott, Tier and Human Forest schemes be, with perhaps even more operators. If you just look at certain areas when events are on you will see the nuisance factor, for instance when Chelsea FC are at home. At these times you are engineering anyone elderly or less able or pushing a pram/chair etc to stay at home and not go out. Or have to order a taxi just to get to an appointment safely.

With regard to e scooters TFL say "Our current trial of rental e-scooters is expected to run to autumn 2023. We are currently running a competitive procurement process for the new phase of London's rental e-scooter trial, and operators will be selected on their ability to meet strict safety requirements and high operating standards".

You need to lobby TFL to push the need for safe operating requirements for e-bikes in the borough.

Objection Six [Lots Village Chelsea]

on the north-west side of Lots Road, east of No. 12 and opposite Cremorne Gardens; on the east side of Upcerne Road opposite the Chelsea Academy

[Additional Comments]

Please excuse the formatting, your documents do not copy and paste well

May we have more details about the proposed docking in Lots Village please, namely Uperne Road and Lots Road. Are there any drawings?

These bikes are an absolute nightmare in Lots Village, blocking pavements, parking bays, drop downs, entrances to flats and houses (including properties for registered blind residents), doors to cars. We are being sent countless photographs by residents. It is becoming almost impossible for wheelchairs, prams, anyone with a shopping trolley.

They are immovable for the majority of residents so cannot be moved easily, a few have been successful so they could get into their house or park their car, They present even more danger when they blow over in fairly light winds (with damage to property likely).

Will you be taking the same stand as Wandsworth Council?

The email reporting for the three major companies is pointless, one seems to result in no action, another just emails back with a long form wanting the serial numbers. The other we haven't tried.

Have you also seen the photos of bikes around the Hortensia Rd area on FC match days? An absolute sea of bikes blocking all pavements.

Far from creating green travel they are preventing the safe passage of our pedestrians.

If errant parking is proven, the fines the companies charge the last user are minimal, just pence so it's hardly an incentive. In addition people are seen trying the bikes which often results in a slight move. Even the Chelsea Academy have been seen just pushing them over because they can.

Could you please also explain how users will be encouraged to use the docking areas.

[Additional Comments]

FROM LOTS VILLAGE CHELSEA. An Association for Residents and Businesses

RE Proposed e bike docking spaces in Lots Village

We would like to request more information before this proposed docking space scheme is implemented

We asked how the scheme would prevent bikes being left scattered around Lots Village but we haven't received an answer.

Whilst not wishing to delay any scheme which might improve pedestrian safety it is important to know how this will be achieved.

We have both vehicle and bike users and of course there is always a balance to be met.

Several residents have suggested alternative spots which may be a) safer and b) result in reduced loss of parking. We would be very happy to walk around the area with officials to look at the pros and cons of different areas. Siting of bays does of course pitch one road against another but perhaps a balance can be met under the guidance of highways who know the rules and regulations of such matters. In addition not all properties were leafleted. At the same time it might be an idea to address the positioning of drop downs in the area.

Parking is a major issue within Lots Village and the issue cannot be ignored, even households without a car have trades needing to park up. Even when suspended bays are returned to use (after the developers have finished with them), there will be an increase in demand for these spaces as the development becomes occupied.

Over many years our general parking spaces have been eroded, Tetcott Road South (pedestrianised for the school), Santander bikes, electric charging bays, hire car bay, a grab of spaces for use by developers for deliveries, access, by Tideway for turning. This included P&D bays which are essential for a) a business zone because offices and showrooms need visitors and clients, and also b) for households who need visitors, plumbers, carers etc. we have effectively become a no visit zone for some contractors, emergency plumbers won't come as we have inadequate parking. Some will visit on a motorbike or bike but not if they need bulky tools or long lengths of materials.

Abandoned bikes on the pavements cause considerable hazards, to pedestrians, prams, wheelchairs, visually impaired. They may be left responsibly but more often than not an individual will attempt to use them, thwarted they leave it blocking drop downs, pavements, gates and steps.

The issue of abandoned scooters and bikes was a topic at a recent Chelsea Riverside Ward Police meeting. Whilst our DWOs do what they can they have limited space to store offending “vehicles”

We have given our members the emails for reporting dangerously abandoned bikes, there has been a mixed response. Some require a serial number, or just too much detail so reporting is low.

Can priority be given to geo fencing, there are certain areas here where bikes should not be left. Areas of high pedestrian usage, areas where more vulnerable residents live, drop downs. What is the current roll out for no parking zones. Other councils appear to have more varied measures in place, can RBKC liaise with them perhaps, their schemes are well documented. We certainly need more of a dialogue.

Objection Seven [Lots Village Chelsea Association]

Recently residents of Lots Road, SW10, had pushed through their letter-boxes a letter signed by a Neil Simpson from RBKC informing the residents of Lots Road that RBKC intended to remove a number of resident parking bays in Lots Road and replace them with docking stations for e-bikes.

In the last ten year Lots Road, between the junction with Cremorne Road and Ashburnham Road, has had 21 docking bays for Boris Bikes installed, at a loss of two P&D parking bays and single yellow lines, four resident parking bays (to allow for access of large construction vehicles to the Tideway site). Recently we were told that two P&D bays are going to be turned into charging bays for electric vehicles (these in addition to two charging points on lampposts) and now RBKC wants to take a further two resident parking bays in this same stretch of Lots Road for rental e-bike docking.

We also lost more than 20 bays for construction work on the development of the Power Station. At the time these were removed local residents were assured that we would not lose any more parking bays and that those that had been taken would be reinstalled.

I leave it to you all to assess for yourselves the worth of a verbal assurance from a senior RBKC Council officer.

There is no possible reason for installing e-bike docking bays in Lots Road, except the Council mindset of “stuff them down there in Lots Road”. Resident parking bays in Lots Road are at a premium, not only do residents of Lots Village use them but so do the residents of the houseboats, moored alongside Cheyne Walk, and residents in the World’s End Estate, who prefer to park in Lots Road rather than use the parking facilities provided on the estate.

Lots Village in an Employment Zone (RBKC Local Plan 2019). This is acknowledged by Councillors and Council Officers. The businesses centre at Chelsea Wharf is an important part of this employment area. This means that businesses there need access for their customers and clients,

which also inevitably means Pay and Display parking bays. Furthermore, these bays, the numbers of which have already been diminished in the area, are the only places for visiting maintenance workers and engineers to park; roofers, plumbers, electricians etc need vans.

Parking bays are essential in Lots Road and we simply cannot afford to lose any more.

There is no logic or sense to installing e-bike parking bays in Lots Road, where to date no such bikes have been left. A far more intelligent place to put them would be in the World's End Estate, where rental e-bikes are frequently left.

Objection Eight [Lots Road Neighbourhood Forum]

Re: PROVISIONS FOR THE INTRODUCTION OF DOCKLESS BICYCLE PARKING BAYS AND MISCELLANEOUS PARKING AND WAITING RESTRICTIONS CHANGES RELATING TO THE INSTALLATION OF DOCKLESS BICYCLE PARKING BAY

I am writing in my capacity as Chair of the Lots Road Neighbourhood Forum regarding the above mentioned consultation and the proposed 'Kensington and Chelsea (Free Parking Places, Loading Bays and Waiting, Loading and Stopping Restrictions) (Amendment No. *) Order 2023 and The Kensington and Chelsea (Charged-For Parking Places) (Amendment No. *) Order 2023'. More specifically I am writing with regard to the proposed bays in Lots Road and Uckerne Road, numbered lxxxix and cl in your draft order. Both these sites fall within the boundary of the Lots Road Neighbourhood Forum Area, designated by the Royal Borough of Kensington and Chelsea for the purposes of Neighbourhood Planning under section 61F and 61G of the Town and Country Planning Act 1990, as amended.

Following concerns raised by a large number of local residents the Management Committee of the Lots Road Neighbourhood Forum vigorously objects to these two proposed bays. We would cite the following reasons to support this objection:

- In the last ten years Lots Road, between the junction with Cremorne Road and Ashburnham Road, has had 21 docking bays for Santander Bikes installed, at a loss of two P&D parking bays and single yellow lines. Four resident parking bays were also lost to allow for access of large construction vehicles to the Tideway site.

- The area has also seen the loss of more than 20 bays for construction work on the development of the Power Station. At the time these were removed local residents were assured that we would not lose any more parking bays and that those that had been taken would be reinstalled.

- A further two P&D bays are going to be turned into charging bays for electric vehicles (these in addition to two charging points on lampposts) in this same stretch of Lots Road for rental e-bike docking.

- Resident parking bays in Lots Road are at a premium, not only do residents of Lots Village use them but so do the residents of the houseboats, moored alongside Cheyne Walk, and residents in the World's End Estate, who prefer to park in Lots Road rather than use the parking facilities provided on the estate.

- Lots Village in an Employment Zone (RBKC Local Plan 2019). Local businesses need access for their customers and clients, which also inevitably means Pay and Display parking bays. Furthermore, these bays, the numbers of which have already been diminished in the area, are the only places for visiting maintenance workers and engineers to park; roofers, plumbers, electricians etc need vans.

- The existing provision of Santander bikes provides adequate provision those who wish to visit the area by rental bike. As the area is not a main transport hub there is no major problem with visitors abandoning bikes and scooters, as is visible around the Underground Stations in the borough.

- The best solution for bike storage are docking stations, where they can be left in a safe and orderly condition. Simply designating bays may lead to the dangerous, disorderly mess that can be seen around the e-scooter bays that have already been allocated in the borough.

- If there is a need in the future to provide spaces for dockless bicycles there are plenty of spaces in Chelsea Riverside ward where this can be achieved, such as the large open spaces on the Worlds End Estate.

In summary, the area cannot afford to lose any further resident or P&D parking bays, given the bays that have already been lost and the significant pressure on parking within the area. Furthermore, we do not believe that the case has been made for the addition of these bicycle bays within the area and were they to be required the Council should explore options that do not involve the loss of resident and P&D parking facilities. Lastly, if there are any points in our objections that require greater clarification please do not hesitate to contact me.

Support in Part One

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

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

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

Support in Full Two

I am submitting this consultation response in a personal capacity.

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

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

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

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

Support in Full Three

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

Support in Full Four

I think it is better to have designated spaces to leave these bikes rather than to have them littered all over the pavement causing pinch-points and trip/fall hazards. The City of London as done similar for quite a while and the bikes are much tidier yet still readily available so this proposal works. Collaboration with the bike providers whereby GPS is used to charge people who leave them other than in designated areas incentivises compliance. This is a general comment which applies to all of the proposed sites, but your consultation document insists on appending comments to one particular site. This has been appended to the site nearest to where I live but applies to all.

Support in Full Five

I support the proposal for all parking spaces in the borough.

Support in Full Six

E-bikes are often parked in the middle of the pavement around Cremorne Garden. This causes obstruction to pedestrians, and can be dangerous. The council already has a poor track record on safety, and 5m of residents parking is a small price to pay to help the most vulnerable. Very useful for the kids that use e-bikes. Much better than having them littered on the street.

Support in Full Seven

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