

**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  
COURTFIELD 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 Courtfield 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, particularly where the footway is obstructed for those using wheelchairs or buggies. To address this, the Council has proposed to create dedicated parking bays for use by e-bike hire operators and their customers in existing parking bays across the borough. This will allow the Council to bring more control over where bikes are parked and reduce the impact on pedestrians.

**4 CONSULTATION RESPONSES**

- 4.1 From 5 April to 17 May 2023, the Council undertook consultation on introducing rental e-Bike parking bays at 12 locations in Courtfield ward. Residents living near the proposals received letters signposting them to the consultation and the consultation was available on the Council's online consultation and engagement hub. Local ward councillors, residents' associations and community groups were made aware of the consultations by email.

4.2 In total, 131 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 nine of the twelve 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 Bina Gardens, Cranley Gardens and Onslow Gardens proposals, officers are recommending not to proceed with these three locations.

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

Scheme	No. Objections	No. Support in Part	No. Support in Full	No opinion	Comment	Recommendation
Ashburn Place	1	1	7	0	0	Proceed
Bina Gardens	11	1	8	0	0	Do not proceed
Brechin Place	3	1	5	0	0	Proceed
Collingham Gardens	3	2	6	0	0	Proceed
Courtfield Gardens (E)	1	1	5	0	0	Proceed
Courtfield Gardens (F)	3	1	6	0	0	Proceed
Cranley Gardens	8	1	6	0	0	Do not proceed
Evelyn Gardens	3	1	8	0	0	Proceed
Onslow Gardens	10	3	6	2	0	Do not proceed
Onslow Square	1	4	5	0	0	Proceed
Queen's Gate	1	1	5	0	0	Proceed
Roland Gardens	1	2	6	0	0	Proceed

## 5 CONSIDERATION OF OBJECTIONS

5.1 Appendix 1 – 12 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	Footway not suitable	No evidence of need	Poor behaviour by e-bike users	Existing parking bay nearby	E-bikes parking outside bay	Other
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Ashburn Place	0	0	1	0	0	0	0	0	3
Brechin Place	1	1	0	2	0	0	0	2	2
Collingham Gardens	1	1	0	0	0	1	1	0	5
Courtfield Gardens (E)	0	1	0	0	0	0	0	0	5
Courtfield Gardens (F)	1	0	1	0	1	0	1	0	1
Evelyn Gardens	0	0	0	1	1	0	2	1	3
Onslow Square	2	2	1	0	1	1	2	2	1
Queen's Gate	0	0	0	0	0	1	0	0	1
Roland Gardens	1	0	0	0	0	0	0	0	1
<b>TOTAL</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>22</b>

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 in an alternative location**

5.5 One respondent to the Brechin Place proposal suggested moving the e-bike parking bay to The Boltons, as most residences benefit from off-street parking, and therefore the loss of one parking bay will not impact residents.

- 5.6 A resident who supports the Collingham Gardens proposal in part suggested that a location outside No. 8 Collingham Gardens would be more appropriate for e-bike parking.
- 5.7 One respondent to the Courtfield Gardens (E) proposal objected stating that e-bike parking should be placed on main roads and wider pavements near commercial areas, such as high streets and main transport hubs.
- 5.8 Two respondents to the Onslow Square proposal suggested moving this pay to the pedestrianised area outside South Kensington underground station.

Officer Response

- 5.9 The dockless rental e-bike operators are only willing to restrict their customers to the proposed parking bays if they are reasonably well distributed so that a user never has to walk too far to pick up or drop off an e-bike. Officers select each location with this objective in mind. Brechin Place was chosen as a suitable location for an e-bike parking bay due to its proximity to Old Brompton Road and Gloucester Road.
- 5.10 The carriageway directly outside No. 8 Collingham Gardens consists mostly of double yellow lines (DYL), which are installed to improve road safety. The Council therefore cannot normally replace double yellow lines with e-bike parking. Secondly, the proposed location outside No. 9 was initially chosen as it is not directly parallel to a residence's entryway, ensuring minimal disturbance to residents.
- 5.11 In order to ensure high compliance with the e-bike parking scheme, the Council aims to create an evenly distributed network of parking facilities across each ward, ensuring that users can easily and quickly find suitable parking nearby. The Courtfield Gardens (E) proposal is within close proximity to Cromwell Road, a hub with a number of hotels and rental apartment buildings.
- 5.12 There is already a rental e-bike parking bay on the pedestrianised area outside of South Kensington underground station.

**Enforcement of the e-bike schemes**

- 5.13 Three respondents (Ashburn Place proposal, Courtfield Gardens (F) proposal, Onslow Square proposal) have expressed interest in the enforcement policies surrounding the dockless e-bike rental scheme.

Officer Response

- 5.14 E-bike operators will be required to sign a Memorandum of Understanding with the Council which will require all e-bike suppliers to specify a mandatory parking system to users. The operators must set out a plan of how this will be enforced, incorporating warnings and fine (for example, if users abandon their e-bike outside of a designated bay, the timer that started when they initiated the rental will keep running on the app, which means the user will keep paying, as well as receive a fine once the operator has determined that the user failed to end their ride in a designated bay). The existing rental e-scooter trial uses this system

and experiences high levels of parking compliance across the trial area. Data sharing will ensure that the Council can scrutinise e-bike parking compliance and penalise operators who under-perform in managing their fleets.

### **Footway not suitable**

- 5.15 Two respondents to the Brechin Place proposal made comments stating that they believed that the proposed e-bike parking bay would be placed on the footway, obstructing the flow of pedestrian movement and reducing accessibility. Another respondent to the Evelyn Gardens proposal stated that the pavements at the proposed location is well used.

#### Officer Response

- 5.16 The Council has consulted on the conversion of 5 metres of residents' parking into a dockless e-bike parking bay. The proposal will not be on the footway as suggested by the respondents.

### **No evidence of need**

- 5.17 A respondent to the Courtfield Gardens proposal stated that there is no need for designated e-bike parking bays as it is not useful and there is already a quick turnover of e-bikes, meaning that they booked by users very often. A respondent to the Evelyn Gardens proposal stated that there is very little need for the proposal, believing that they should not be encouraged. Lastly, one respondent from the Onslow Square proposal stated that given the current network of e-bike and e-scooter parking, there is no need for additional designated bays.

#### Officer Response

- 5.18 People who hire dockless e-bikes currently end their journeys wherever they want so it is inevitable that not all bays will be where they are currently being left. In discussions with the businesses currently operating a dockless model, it is apparent that they will only move away from this model if there is a reasonable density of parking bays so that a customer never has to walk too far to pick up or drop off an e-bike. The Council is keen to encourage travel by more sustainable modes in line with Council policies relating to a cleaner, greener borough, improving air quality and reducing congestion. The Council will have access to data on the use of each bay and will therefore be able to identify and consider removing any bays that are poorly used. These proposals seek to introduce a permanent network of e-bike parking bays, to supply the number of e-bike users throughout the borough.

### **Poor behaviour by e-bike users**

- 5.19 One respondent objected to the Collingham Gardens proposal on the basis that designated e-bike parking would increase the illegal and dangerous usage of e-bikes and stating that the users pose a harm to pedestrians as the bike are used irresponsibly. A respondent who supported the Onslow Square proposal

in part said that generally e-bike users have poor safety awareness skills and knowledge. Lastly, one respondent to the Queen's Gate proposal stated in addition that e-bikes prove useful for illegal activity, such as drug dealing and theft. This respondent also mentioned that e-bikes pose a harm as they are a fire hazard.

#### Officer Response

- 5.20 Whilst a small minority of people who cycle may exhibit poor cycling behaviour - such as contravening one-way systems, passing red lights and riding on the pavement - 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. There is no evidence to suggest the e-bikes are used to facilitate any illegal activity, such as drug-dealing and muggings. The e-bikes that form the scheme are owned and managed by reputable companies who oversee the maintenance and upkeep of the bikes, so they should not pose a fire hazard threat.

#### **Existing parking bays nearby**

- 5.21 One respondent to the Collingham Gardens proposal stated that there is already another e-bike parking bay located nearby.
- 5.22 Another respondent to the Courtfield Gardens (F) proposal said that there is a designated motorcycle parking bay opposite No. 74 Courtfield Gardens.
- 5.23 Two respondents to the Evelyn Gardens proposal objected due to the close proximity of both the Evelyn Gardens proposal and the Cranley Gardens proposal.
- 5.24 One respondent to the Onslow Square proposal said that there is already a bike hire site available on the other side of the square, with a bike hangar on the same side. Another respondent stated that there is an e-bike parking space nearby, however did not provide a location.

#### Officer response

- 5.25 In order to ensure compliance with e-bike parking across the borough, the Council aims to introduce a widely distributed network of parking bays across each ward. The proposal on Collingham Gardens helps to strengthen this network by providing a much needed parking space for users at the western part of the ward.
- 5.26 Motorcycle parking is strictly for motorcycles and therefore cannot be used for the parking of e-bikes. Officers are recommending to not proceed with the proposal at Cranley Gardens, therefore there will not be a parking bay in close proximity to Evelyn Gardens.
- 5.27 There is no other e-bike parking bay suggested nearby Onslow Square. The Santander Cycle Hire bicycles are owned and maintained by Transport for London and are separate to the e-bikes parking bays that are referenced in this report. The Council is aiming to have a network of e-bike parking bays

accessible to users that is evenly distributed in each ward. It should be noted that the majority of Santander cycle hire vehicles are not electric, and so the rental e-bike parking bays can provide a cycling solution for those looking to undertake longer journeys – or who need the assistance e-bikes can offer. In addition to this, the cycle hanger on Onslow Square provides safe and secure storage of personal bicycles for local residents, and it not available to the public to store their bicycles at any time.

### **E-bikes parking outside of designated bay**

- 5.28 Some respondents expressed concern regarding e-bikes parking outside of their designated bays, which could obstruct the footway and highway.

#### Officer Response

- 5.29 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.
- 5.30 Table 3 lists comments received sitting outside of the above themes, alongside officer responses.

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

	<b>Comment</b>	<b>Officer Response</b>
1	The whole ‘sell’ of an e-bike is convenience - if it has to be parked somewhere away from your destination people won’t bother. Why would this publicly funded scheme work any better than the pick up points for the cycles. [Ashburn Place proposal]	In order to ensure high compliance, the Council is aiming to have a well-distributed network to ensure that users are never too far from an e-bike parking bay. The success of the docking station model of cycle hire suggests that users are prepared to walk a short distance to access a bike.
2	Though not a direct comparison, when the council installed locking rings in motorcycle parking bays at great expense as a counter to theft, none of them were ever used and they now create a parking hazard for motorcycle parking at the rear wheel sits on top of them. (Ashburn Place proposal)	The Council cannot force individuals to use motorcycle locking rings. But operators of rental e-bikes will be required to ensure their users park only in the designated bays.
3	I would prefer designated spaces for ebikes to be on	Many of the footways in the borough are not wide enough to accommodate e-bike

	wide pavements where there would still be plenty of room for wheelchairs and buggies. [Brechin Place proposal]	storage whilst still maintaining sufficient space for pedestrians. Providing parking on the highway would maintain accessibility on the footway for wheelchair users and pushchairs.
4	Are these unsightly storage units being put in a double yellow lined space or are they taking away residence or single yellow line spaces as it is far from clear on the document posted [Collingham Gardens proposal]	The proposal seeks to convert 5 metres of residents' parking into an e-bike parking bay. There is no storage unit involved.
5	The diagram posted in the area is far from clear. Bro Const & Ward Bdy is obscure - no street name other than one street [Collingham Gardens proposal]	The map provided also displays the road name, with 'Bolton Gardens' in a bigger font and capitalised to ensure that residents can clearly understand where the proposal was to be located.
6	Residents are using these as extra real estate for flats where bikes cannot be carried to the upper floors. We are unclear why creating the bike space cannot be firstly examined by the buildings themselves then consider streets. Some bikes have been in these lockers for months and months. The ones at the north west corner of Bramham Gardens is filled with a mixture of used bikes and what look like abandoned bikes. Cycle hoop say they come and clean up the lockers every 6 months but there is no proof and these two lockers are filled with leaves, dirt and debris. [Collingham Gardens proposal]	Respondent appears to believe the proposal is relating to cycle hangars which is not the case. The proposed e-bike parking bays are to be used strictly for e-bikes that are part of the pan-London e-bike scheme.
7	I see that the docking stations and the bike lockers have been put on double solid lines or places where a	Where we have placed bike hangars on double yellow lines this has been after first converting a parking bay to double yellow lines. We would not normally create new



	<p>residence parking bay is not removed.</p> <p>Can you advise why this has not been done in this situation. There are ample areas where this would fit. [Collingham Gardens proposal]</p>	<p>parking bays on existing double yellow lines, since they are generally provided for road safety reasons. The locations were chosen in order to create a distributed network of parking that would support the number of e-bikes users across the borough.</p>
8	<p>There is such a huge turnover of electric bike users that any bike on a street is booked within the hour. This parking for bikes is not useful and would decrease the use of them! [Courtfield Gardens F proposal]</p>	<p>E-bike parking bays would simply ensure that they are removed from the footway, reducing clutter and potential hazard to pedestrians.</p>
9	<p>There should definitely be a parking for e-scooters. However, e-bike are a fraction of the number of mobility vehicle in use in London.</p> <p>Therefore, we should leave the e-scooter parking space just for that, and not the e-bike. [Courtfield Gardens F proposal]</p>	<p>Both e-scooter and e-bikes have proven to be extremely popular across London and the borough. However, the number of e-bike trips exceeds those by rental e-scooters, therefore it is necessary to provide sufficient parking for both types.</p>
10	<p>It would be good to know how RBKC proposed to charge for the use of these e-bike bays. There is an issue of basic fairness and equity at stake. [Courtfield Gardens F proposal]</p>	<p>Similar to car club operators in the borough, the operators of e-bike rental schemes will provide a financial contribution to the Council for us of the designated bays, agreed via our MOU.</p>
11	<p>Other countries/cities have banned or curtailed the use of e-bikes. This proposal to provide parking implies that RBKC wishes to actually promote the use of e-bikes. If such is indeed the Council's policy, that represents a broader issue which ought also to be opened to public debate and consultation.</p>	<p>Councils do not have the legislative power to prevent rental e-bike companies from operating. These proposals should effectively address the problem of rental e-bikes being left in inconvenient positions on footways. Trip data suggests that rental e-bikes are popular, and help contribute towards sustainable travel, in line with the Council's policy to be a fairer, greener Council.</p>

	<p>[Courtfield Gardens F proposal]</p> <p>Paris is already banning e-bikes and they are very unpopular, here as well as in Paris.</p> <p>[Evelyn Gardens proposal]</p>	
12	<p>Perhaps if the council put in actual bike racks instead of just painting a box on the pavement, I might support this plan.</p> <p>[Evelyn Gardens proposal]</p>	<p>The current 5 metre bays would provide enough parking space for 10 e-bikes. Introducing bike racks would reduce this number and be very costly. In addition to this, there is no formal docking base for e-bikes, as there is with the Santander Cycle Hire.</p>
13	<p>The impact the few ebikes used will have on air quality is tiny.</p> <p>[Queen's Gate proposal]</p>	<p>Air quality can be positively impacted by the scheme as users have the option to replace car journeys with e-bike trips,</p>
14	<p>Scheme should be trialled in a couple of areas to see whether it works.</p> <p>[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 Ashburn Place

### Objection One

The whole 'sell' of an e-bike is convenience - if it has to be parked somewhere away from your destination people won't bother. Why would this publicly funded scheme work any better than the pick up points for the cycles?

The solution, if additional parking is to be supplied at taxpayers expense might be as follows:

The onus is on the rental companies to promote considerate behaviour in users, with conditions of use much clearer and those consistently leaving their cycles in hazardous locations being sanctioned. They have the tracking and account details of their customers to do this.

Though not a direct comparison, when the council installed locking rings in motorcycle parking bays at great expense as a counter to theft, none of them were ever used and they now create a parking hazard for motorcycle parking at the rear wheel sits on top of them.

This all needs to be properly thought through.

### 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**

[No comment supplied]

**Support in Full Five**

[No commented supplied]

## Appendix 2: Responses received for proposed e-bike bay Bina Gardens

### Objection One

1. The road is already very narrow at that point and two cars cannot pass often leading cars to reverse into Old Brompton Road when they meet an oncoming vehicle. This creates a hazard for pedestrians and vehicles alike on the Old Brompton Road. The proposed e-bike parking bay will only add to the congestion and increase these hazards.
2. There is a blind spot as the road bends round towards the gardens where the proposed E-Bike bay is positioned and unseen bikes which are poorly parked (encroaching on the road) or bikes that have fallen over which is a regular occurrence will be a further hazard to traffic
3. Bikes not parked properly or that have fallen over will prevent entry and egress of vehicles into and out of Gledhow Gardens.
4. Fallen bikes have caused plenty of damage to the bodywork of adjacent parked vehicles (causing unnecessary expense for the vehicle owner) so should be kept where there is no danger of this happening

### Objection Two

There is too much strain on resident parking spaces in the Borough. We cannot afford to lose any more spaces. There are more permits than there are spaces. I oppose this particular one on the following grounds that there are already

2 x Pay By Phone Parking Meters

1 x Car Club Bay

A long motorcycle bay accommodating approx 14 motorcycles

2 x long Electric Charging Bays

A single yellow line outside the Cranley Hotel at 10-12 Bina Gardens

[Additional Comments]

Resident Parking is coming under further strain as there are more car permits than there are spaces in the RBKC? I have noticed as a long term resident within the borough that it is becoming increasingly more difficult to park during the day and impossible after a certain time late after/early evening. Therefore I often have to park my car on a single yellow line at times further from home than I would like at times and get up early the following morning to move it. This doesn't seem just to remove residents space and reduce further the number of spaces available. In addition to this we have had approximately 2 years of great swathes of parking suspensions for cable installations/road works/ maintenance to contend with and further planned works to install green person crossing which are imminent. This puts huge strains on residents.

I oppose these measures on the above grounds and below

[Additional Comments]

There is already a huge strain on resident spaces especially in streets where houses are divided into multi dwelling occupancy and then are multi occupied. There are more permits than there are spaces. To further reduce resident spaces is putting a further strain on being able to live within the borough.

In Roland Gardens this is an example of multiple dwellings within most of the properties that line this street. We already have pay by phone bays and a single yellow line for drop off purposes outside a residence/hotel. We cannot afford as residents to lose further spaces. Where I live we have no on street parking as it is single yellow on both sides of the road therefore I have to park in the surrounding streets which is becoming more and more challenging. For every bay there is a car space given up. We cannot have both...

Already on Roland Gardens we have a densely populated residential street mostly divided into flats rather than single occupancy homes, where most buildings can own a swath of parking permits. If they were single family occupancy homes the strain on permits and spaces would be better.

In Roland Gardens we already have loss of spaces due to Pay By Phone Parking Meters  
A single yellow line outside one of the hotel/residences

I oppose any measure as a car owner to reduce further resident parking spaces.

### **Objection Three**

We already find it difficult to find a resident parking space at various hours so we cannot lose what would amount to two parking bays. There are already two parking bays for electric charging, one for a car club, multiple motorcycle parking spaces, not to mention meter parking and the yellow line in front of the hotel. We desperately need to retain the resident parking spaces we have left. Thank you for your consideration.

### **Objection Four**

It is already difficult at certain times of the day / evening to find a residents parking bay in Bina Gardens. I therefore object to the installation of an ebike parking space which will necessitate the removal of probably two resident parking bays. A number of parking initiatives are already in place in Bina Gardens and I think it is now time to consider the needs of those who reside in Bina Gardens who wish to park as close as possible to their homes for safety / security. Please do not remove any of the existing residents parking bays.

### **Objection Five**

I can understand why Bina Gardens would be an attractive location for this scheme, as it is a busy road and it's a central location for the area. However, my objection is that a number of other schemes have already used this logic and Bina Gardens is becoming overloaded with improvement schemes, to the detriment of residents' parking spots. To date, we have the following:

2 x Pay By Phone Parking Meters

1 x Car Club Bay

A long motorcycle bay accommodating approx 14 motorcycles

2 x long Electric Charging Bays

A single yellow line outside the Cranley Hotel at 10-12 Bina Gardens

Also, the intersection of Bina Gardens with Wetherby Gardens is a tight corner and it's often difficult to see around the corner because vans or large cars are parked close to the intersection - not an ideal place for bicycle riders to be dismounting or picking up their bicycles. It seems a risky location. Far better, I think, to find a quieter street that has not already hosted their share of new schemes.



**Objection Six**

I strongly object. Parking is already very difficult and has been significantly reduced in recent years due to 1 x Car Club Bay, 2 x long Electric Charging Bays on top of pre-existing 2 x Pay By Phone Parking Meters, long motorcycle bay and large single yellow line outside the Cranley Hotel (at 10-12 Bina Gardens). We simply cannot give up further residents car parking spaces to accommodate EBikes or anything else.

**Objection Seven**

I reside at [redacted] and am writing regarding the above referenced order (installation of a bike hangar).

I wish to object please on the grounds that the location for the bike parking is best moved to the opposite side on the pavement that is adjacent to the Bina gardens square. This part of the borough is quite open and comes together nicely. However the placement of a park bay opposite the wetherby gardens side will obstruct the overall feel and look of the neighborhood. I believe it will blend nicely with the garden set back if relocated at the Bine Square side.

Thank you for your consideration.

[Additional Comments]

I was unable to access the site at which an objection may be registered. I hope that this email will suffice.

I wish to object please on the grounds that the location for the bike parking is best moved to the opposite side on the pavement that is adjacent to the Bina gardens square. This part of the borough is quite open and comes together nicely. However the placement of a park bay opposite the wetherby gardens side will obstruct the overall feel and look of the neighborhood. I believe it will blend nicely with the garden set back if relocated at the Bine Square side.

Thank you for your consideration.

**Objection Eight**

There is no underlying demand for e bike parking in Bina Gardens - occasionally e bikes are left on the street near the Cranley Hotel - typically at weekends - and there are rarely more than a couple.

Furthermore the bikes are being left by ad hoc visitors and I do not think the presence of bays would mean they would use these.

The area is well served by Santander cycle bays and frequently people leave their e-bikes and scooters adjacent to these.

Compared with the number of e scooters and e bikes left at other locations say near South Kensington and Gloucester Road stations the numbers are minimal.

**Objection Nine**

Not enough users in this area and not enough parking for cars

**Objection Ten**

I am writing in response to the proposal to convert 5 metres (16ft) of residents' parking to a dockless e-bike parking bay in Bina Gardens.

I am very concerned about this. I have lived in Bina Gardens for over 60 years and, as the years go by, there is less and less space for residents to park.

In Bina Gardens there are:

2 x Pay By Phone parking meters

1 x Car Club parking bay

A lengthy motorcycle parking bay (which accommodates approximately 14 motorcycles)

More recently, 3 x residents parking bays were converted into 2 x Electric Charging Bays for anyone to use. (It is worth noting that we appeared not to be given the opportunity to comment on this conversion at the time, it just went ahead).

In addition to this, in front of a boutique hotel in Bina Gardens, there is a lengthy single yellow line outside 10-12 Bina Gardens.

As you can see, there is hardly any room left for residents parking in the road where there are many flats occupied by car owners.

I, therefore, with to strongly object to this proposal for Bina Gardens and feel an alternative location should be found.

#### **Objection Eleven**

I am writing in objection to a proposed ebike dockless parking bay in Bina Gardens thereby reducing the resident parking spaces by 5 metres.

Bina Gardens already has the following and there is less and less residents parking for car owners:

2 x Pay By Phone Parking Meters

1 x Car Club Bay

A long motorcycle bay accommodating approx 14 motorcycles

2 x long Electric Charging Bays

A single yellow line outside the Cranley Hotel at 10-12 Bina Gardens.

In addition, where there are other ebike parking bays close by, the ebikes are not properly left in the specific bays but haphazardly left – sometimes spilling over into the already scarce resident parking bays or even in the road causing an obstruction.

#### **Support in Part One**

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

How will the new e-bike bays stop people leaving bikes anywhere on the pavement as they do now? What penalty will there be for people who continue to leave them on the pavement and how will it be levied? Shouldn't the hire companies be made responsible to go round and collect the bikes, as they know where they are?

People may use the e-bikes for short journeys, I can't imagine people giving up their cars to use e-bikes. The loss of so many parking spaces will put even more strain on those that remain. People pay for their Residents' Permits and, already, more permits are sold than there are available spaces, so this proposal is not fair to them.

In summary, those who leave their bikes where they get off them won't change their habits. Residents will be forced to struggle even more for parking, and the Council will continue to collect revenue from permits and fines from people who feel forced to park in empty or under-used e-bike bays.

Rather than apply this scheme wholesale and risk a potentially expensive disaster, please trial it in a couple of areas first to see whether it actually works.

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

1. Provide convenient designated locations for hire users
2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes
3. Addresses many of the concerns expressed by residents and others about the impact of dockless hire bikes on pavements and impact on pedestrians
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8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

### **Support in Full Three**

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

### **Support in Full Four**

Too many e-bikes are just left randomly on the streets and much better to have a designated spot. We have a car but still support this idea

### **Support in Full Five**

This looks reasonable, but I'd like to know how the e-bike parking bays will be positioned with regard to the e-scooter parking bays. Will they be nearby?

### **Support in Full Six**

I would like to start using e-bikes but no locations near enough for me to try

### **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.

### **Support in Full Eight**

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

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

### Appendix 3: Responses received for proposed e-bike bay in Brechin Place

#### **Objection One**

The pavement is not wide enough to support a parking space in this location. A bicycle parked on the pavement here takes up 80% of the width of the pavement blocking access to the North side of Brechin Place. The street is frequently used by people with pushchairs for children as the street has a nursery school and these individuals will struggle to access the street if an ebike parking space is installed here.

In general, I believe that by creating parking spaces, people will take even less care when parking their ebike leading to the parking zones becoming dumping grounds for the bikes.

#### **Objection Two**

I believe from your photo that the bays will be ON THE PAVEMENT. This is an awkward blocking of corner. This street is very busy with the school and I don't think the pavements should be blocked in any way

#### **Objection Three**

There are many houses, most of them divided into flats, in Brechin Place. There is not enough Residence Parking to accommodate each car owner who lives in the street to park in Brechin Place. Taking away more Residence Parking space for the ebikes will make the situation worse. If no ebikes are parked in the designated space, residents will still not be able to use the space for their cars, which would be wasted space for parking. If too many ebikes use the space, they'll spill over onto the adjoining Residence Parking space, curtailing car parking further. What will be the penalties for the ebike users/ebike companies if ebikes are still left littering the pavement, even if there is a designated space for them to park on the roadway? I would prefer designated spaces for ebikes to be on wide pavements where there would still be plenty of room for wheelchairs and buggies (as shown in the photo used to illustrate an ebike parking space). Or else, could the roadway ebike spaces be placed in streets that have ample Residence Parking spaces, eg The Boltons (where most houses have their own off-street parking). Brechin Place is not in that happy position and it is a struggle to find places to park!

#### **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)

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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.

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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

#### **Support in Full Four**

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

#### **Support in Full Five**

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

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

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

##### **Objection One**

There is another e bike space already close by.

It will increase the illegal and dangerous usage of E bikes on the pavements at all times. Paris has just banned hire E bikes for a reason. People use them irresponsibly and they are a danger to pedestrians especially the elderly

##### **Objection Two**

[No comment supplied]

##### **Objection Three**

Your department has recently posted a parking change for Collingham gardens to install new bike storage bays. Can you clarify pls

1. both contacts on the document are not reachable. Andrew Burton does not provide a phone number or email
2. Neil Simpson provides a number which does not work
3. Are these unsightly storage units being put in a double yellow lined space or are they taking away residence or single yellow line spaces as it is far from clear on the document posted
4. The diagram posted in the area is far from clear. Bro Const & Ward Bdy is obscure - no street name other than one street
5. We are already dreadfully short parking spaces for cars - not clear why parking spaces are taken away
6. Is there any consultation report and contract with cycle hoop you can provide please so we (and I represent 100 residents) can understand the rational for the increase and use of these spaces
7. Residents are using these as extra real estate for flats where bikes cannot be carried to the upper floors. We are unclear why creating the bike space cannot be firstly examined by the buildings themselves then consider streets. Some bikes have been in these lockers for months and months. The ones at the north west corner of Bramham Gardens is filled with a mixture of used bikes and what look like abandoned bikes. Cycle hoop say they come and clean up the lockers every 6 months but there is no proof and these two lockers are filled with leaves, dirt and debris.
8. Residents should not have to give up residents parking bays to install hideous looking bike lockers.

We object to the installation until the existing ones are subject to better management and parking spaces should not be removed given we already struggle with the existing availability.

[Additional Comments]

The attachment is not a consultation for placement. It is simply explaining the rational for the installation. None of this will stop cyclists from dumping their bikes in the middle of the pavement because they can simply leave their bike outside their door with no penalty or accountability. Those who run these services should be more proactive in how they allow people to use and park their bikes or take away the privilege.

The place intended to put this docking station consistently has traffic issues - We are being squeezed in and losing valuable residents parking bays. E-bikes, Santander bikes and scooters (see the bay for at Ashburn place - constantly loaded with scooters knocked or left on their sides) are left all over the place. This also does not change the behaviour of bike operators who ride these dangerous e-bikes on the pavement and leave bikes in the middle of a walkway,

blocking anything bigger than a human being from getting through. The cyclists are simply not bothered to park the bike anywhere other than outside where they are going. Companies who run these should be held accountable ie if users do not put the bikes away and don't drive them safely, the company and user should be fined and the user should be banned from future use for a period of time. If a driver of a vehicle decided to park up on pavement or park outside residence parking bays, they would be towed with huge fines. Right now, it is the Wild West, with these bikes and scooters and pedestrians are constantly in fear of being of being run over.

What also happens is that some bikes lock their bikes in these bays and then abandon them. They sit there, fall over, rust and generally stay there for good. Just look under the hood of the bike lockers. There are bikes and unclean lockers, filled with leaves, only partly used due to the abandoned bikes.

Please find other double lines - there are ample spaces to do this without taking away a residents parking bay.

[Additional Comments]

Can you please confirm that this docking bay will not take away a residence parking or pay and display bay

[Additional Comments]

Thank you for your reply.

We are already short residents parking spaces. I see that the docking stations and the bike lockers have been put on double solid lines or places where a residence parking bay is not removed.

Can you advise why this has not been done in this situation. There are ample areas where this would fit.

Is there a consolation paper you could share pls as to why a residence parking bay is being removed for this. There are those who simply cannot cycle for various reasons and need a car to be mobile.

I understand there has been a fair bit of objection by residents in the area already.

### **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**

Proposal document states "North East side of Collingham Gardens outside No 9 Collingham Gardens". The map shows the site to be the South West side of Collingham Gardens, the North East side of Collingham Gardens (a better site) is outside No 8 Collingham Gardens.

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

1. Provide convenient designated locations for hire users
2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes
3. Addresses many of the concerns expressed by residents and others about the impact of dockless hire bikes on pavements and impact on pedestrians
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8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

**Support in Full Three**

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

**Support in Full Four**

I welcome increasing support for electric bikes. I hope this gives you more reasons to request that TfL offer more e-bikes through Santander Cycles.

**Support in Full Five**

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

**Support in Full Six**

I 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.

## Appendix 5: Responses received for proposed e-bike bay in Courtfield Gardens (E)

### Objection One

I think the parking spaces should be on main roads where there is less difficulty on consistently wider pavements for wheelchair users to get around. Also main high streets and outside other transport systems (eg tube) are locations one is more likely to pick up a bicycle and return a bicycle.

### Support in Part One

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

How will the new e-bike bays stop people leaving bikes anywhere on the pavement as they do now? What penalty will there be for people who continue to leave them on the pavement and how will it be levied? Shouldn't the hire companies be made responsible to go round and collect the bikes, as they know where they are?

People may use the e-bikes for short journeys, I can't imagine people giving up their cars to use e-bikes. The loss of so many parking spaces will put even more strain on those that remain. People pay for their Residents' Permits and, already, more permits are sold than there are available spaces, so this proposal is not fair to them.

In summary, those who leave their bikes where they get off them won't change their habits. Residents will be forced to struggle even more for parking, and the Council will continue to collect revenue from permits and fines from people who feel forced to park in empty or under-used e-bike bays.

Rather than apply this scheme wholesale and risk a potentially expensive disaster, please trial it in a couple of areas first to see whether it actually works.

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

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

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

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

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



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

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

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

Carriageway cycle bays:

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

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

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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

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

### **Support in Full Four**

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

### **Support in Full Five**

I think it is better to have designated spaces to leave these bikes rather than to have them littered all over the pavement causing pinch-points and trip/fall hazards. The City of London 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.

## Appendix 6: Responses received for proposed e-bike bay in Courtfield Gardens (F)

### Objection One

I do not wish to have parking bays and do not mind the bikes that are parked on pavements. There is such a huge turnover of electric bike users that any bike on a street is booked within the hour. This parking for bikes is not useful and would decrease the use of them!

### Objection Two

There should definitely be a parking for e-scooters. However, e-bike are a fraction of the number of mobility vehicle in use in London. Therefore, we should leave the e-scooter parking space just for that, and not the e-bike.

### Objection Three

I write as a resident of Courtfield Gardens.

The proposal to create dockless parking bays for e-bikes has the obvious disadvantage to those of us who drive and who pay for Residents' Parking that a significant amount of what is currently Residents' Car Parking Space will be lost.

It would be good to know how RBKC proposed to charge for the use of these e-bike bays. There is an issue of basic fairness and equity at stake.

It would also be good to know what will be the enforcement policy to prevent e-bikes being left, as currently, on footways and in other places where they cause obstruction and potential danger. Unless there is to be a determined enforcement policy in this regard, we will end up forfeiting Residents' Car Parking Space for no discernible benefit.

One final point. E-bikes divide opinion. There exists a strong body of opinion, which I happen to share, that e-bikes pose a considerable nuisance and danger, in city centres, to pedestrians in particular. In some major cities there are proposals either to ban the use of e-bikes completely, or at a minimum to curtail usage. This proposal to provide parking implies that RBKC wishes to actually promote the use of e-bikes. If such is indeed the Council's policy, that represents a broader issue which ought also to be opened to public debate and consultation.

[Additional Comments]

There is already a designated space for parking motorcycles opposite No74. We cannot afford to lose yet more car parking space on this section of the street.

[Additional Comments]

I write as a resident of Courtfield Gardens.

The proposal to create dockless parking bays for e-bikes has the obvious disadvantage to those of us who drive and who pay for Residents' Parking that a significant amount of what is currently Residents' Car Parking Space will be lost.

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### **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)**

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Carriageway cycle bays:

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

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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
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### **Support in Full Two**

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### **Support in Full Three**

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

**Support in Full Four**

Lets make sure it is situated on the Garden side of the footway and not the building side, otherwise would be a nuisance even if the pavement is quite wide there.

So supportive of the initiative for carefully chosen spots.

**Support in Full Five**

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

**Support in Full Six**

I 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.



## Appendix 7: Responses received for proposed e-bike bay in Cranley Gardens

### Objection One

Affordable, available car parking is already in limited supply in this area and should not be limited further.

### Objection Two

This is already a narrow spot and there's very little room to even walk

### Objection Three

That bay is sorely needed. Most nights parking spaces have all been taken so to reduce them further is pure madness. A lot of older people around here need cars more than bikes. This makes NO SENSE AT ALL. I strongly OBJECT.

[Additional Comments]

I am writing to strongly object to this idea. It makes no sense at all, especially when there is already a severe lack of residence parking bays. Most nights you have to drive around and around to try and find somewhere to park your car. There are plenty of other places to put this ebike docking station such as the extensive yellow lines opposite on Cranley Gardens.

Stop taking away residents parking bays that are sorely needed in this area.

Stop making our lives harder for no reason at all. You can't force your agenda down people's throats. There are lots of older people here who need their cars and aren't able to ride bikes.

This is a shockingly bad location to put these bikes and I hope it is scrapped.

I look forward to hearing from you.

[Additional Comments]

I am writing to strongly object to this idea. It makes no sense at all, especially when there is already a severe lack of residence parking bays. Most nights you have to drive around and around to try and find somewhere to park your car. There are plenty of other places to put this ebike docking station such as the extensive yellow lines opposite on Cranley Gardens.

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This is a shockingly bad location to put these bikes and I hope it is scrapped.

I look forward to hearing from you.

#### **Objection Four**

Bikes should be pedal power

This will reduce resident parking

I object against all of the borough

#### **Objection Five**

It is not clear based on the information I received if a resident parking spot will be used.

#### **Objection Six**

This is a small bay for cars with parking permits that can accommodate 3 cars and is virtually always occupied. The number of permit bays is being decreased regularly and it's often difficult to finding parking spaces in Cranley Gardens. No more permit bays should be removed.

#### **Objection Seven**

I am extremely against the installation of an on street ebike parking space at this location. This area specifically, has very limited parking spaces for the amount of residents and this bay is essential for the surrounding residents to be able to have a safe, secure and nearby parking space. If you were to take one look around the surrounding area, you will see other spaces that can accommodate the on street ebike parking space you wish to install, that won't be a huge life-changing inconvenience for the residents, like it will be for this exact space. I struggle with a specific mobility issue that has a giant impact on my day to day life - i have to get around by car and I am only able to walk a short distance to my car otherwise I have immense pain, I park my car on that bay every day and it provides me the ability to live my life. Not only will the installation of this on street ebike bay result in less spaces for residents to park their cars, it will have a life-changing impact on myself and fellow residents who are in the same boat and have lived down these roads their whole life. It is extremely inconsiderate and upsetting to think about how this will make my already challenging life, even more difficult, just for a few bikes, when there are other spaces in the nearby area that can accommodate your installation. I hope and pray you take what I have said onboard and you decide to install the on street ebike parking space somewhere else. Thank you.

#### **Objection Eight**

I object to both Cranley Gardens and Evelyn Gardens sites on the basis of the proximity of the two. I object to the siting of Cranley Gardens on the basis of it being at a well used part of the pavement. These are real eye sores as has been seen in Fulham where they have been established. Evelyn Gardens is a particularly attractive street and this would spoil the aesthetics significantly. There is also a significant density of these parking spots in this area, with another in Cranley Gardens under 100m away. If you need to place one in Cranley Gardens it should be further up towards Gloucester Road, next to the garden square, which is where the pavement is less well-used. The pavements are very well used on the west side of Cranley as that is where the houses are located. Same with Evelyn Gardens. You do not need both the one in Cranley Gardens and in Evelyn Gardens. It is unfair on the residents of this area to bear the burden on both sites so close together

#### **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**

If I understand correctly and these proposals are meant to oblige the people that use the rented bikes without docks (i.e. not the Santander) and oblige them to park them in specific locations and not to abandon them in different locations blocking pavements and front doors I am all for the Council's proposals.

### **Support in Full Five**

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

### **Support in Full Six**

I 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.

## Appendix 8: Responses received for proposed e-bike bay in Evelyn Gardens

### Objection One

Under the current plans, I object to the bike sites as will I have two sites within 100m of each other (on Evelyn and on Cranley Gardens). Why do we need two? They hamper pedestrians and are unsightly as the bikes often fall over and do not necessarily stay in the painted box. Perhaps if the council put in actual bike racks instead of just painting a box on the pavement, I might support this plan for one bike rack either on Evelyn or on Cranley Gardens, but never two.

### Objection Two

I object to both Cranley Gardens and Evelyn Gardens sites on the basis of the proximity of the two. I object to the siting of Cranley Gardens on the basis of it being at a well used part of the pavement. These are real eye sores as has been seen in Fulham where they have been established. Evelyn Gardens is a particularly attractive street and this would spoil the aesthetics significantly. There is also a significant density of these parking spots in this area, with another in Cranley Gardens under 100m away. If you need to place one in Cranley Gardens it should be further up towards Gloucester Road, next to the garden square, which is where the pavement is less well-used. The pavements are very well used on the west side of Cranley as that is where the houses are located. Same with Evelyn Gardens. You do not need both the one in Cranley Gardens and in Evelyn Gardens. It is unfair on the residents of this area to bear the burden on both sites so close together.

### Objection Three

The current sites for ordinary bicycles have been cleverly chosen, usually in public spaces, not often overlooked by residents, and next to public buildings or open spaces etc. But these new e-bike sites are in residential neighbourhoods, in full view, and not at all cleverly sited. Also, history is not on your side. Paris is already banning e-bikes and they are very unpopular, here as well as in Paris. There is very little call for them, they are unsightly and should not be encouraged. The plans for Evelyn Gardens and Cranley Gardens are especially egregious: these are graceful, residential habitats, the successful ambience of which you will destroy. As the Americans say, you have taken something that isn't broken and fixed it. We will all live to regret this completely unnecessary initiative. Please think again. This development really is unnecessary. Peter Watson.

### Support in Part One

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

How will the new e-bike bays stop people leaving bikes anywhere on the pavement as they do now? What penalty will there be for people who continue to leave them on the pavement and how will it be levied? Shouldn't the hire companies be made responsible to go round and collect the bikes, as they know where they are?

People may use the e-bikes for short journeys, I can't imagine people giving up their cars to use e-bikes. The loss of so many parking spaces will put even more strain on those that remain. People pay for their Residents' Permits and, already, more permits are sold than there are available spaces, so this proposal is not fair to them.

In summary, those who leave their bikes where they get off them won't change their habits. Residents will be forced to struggle even more for parking, and the Council will continue to collect revenue from permits and fines from people who feel forced to park in empty or under-used e-bike bays.

Rather than apply this scheme wholesale and risk a potentially expensive disaster, please trial it in a couple of areas first to see whether it actually works.

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

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

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

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

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

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

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

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

Carriageway cycle bays:

1. Provide convenient designated locations for hire users



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

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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

**Support in Full Five**

[No comment supplied]

**Support in Full Six**

Yes, it will make it easier for people to travel sustainably and safely, while helping people who might not be able to use standard cycles

**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.

**Support in Full Eight**

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

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

## Appendix 9: Responses received for proposed e-bike bay in Onslow Gardens

### Objection One

There is already one 100 metres away and that is always full of bikes even on sunny days!

### Objection Two

1. There is already an ebike parking space on the next road - Sumner Place.
2. As near Royal Brompton Hospital Patients need to come by car not bike! Pay and Display would be a better use of that proposed residents space.
3. The Groundsmen for all of the Onslow Gardens and Onslow Square Gardens keep their equipment and vehicles just inside the gate at the proposed corner.

### Objection Three

1. There is already an ebike parking space on the next road - Sumner Place.
2. As near Royal Brompton Hospital Patients need to come by car not bike! Pay and Display would be a better use of that proposed residents space.
3. The Groundsmen for all of the Onslow Gardens and Onslow Square Gardens keep their equipment and vehicles just inside the gate at the proposed corner.

[additional comments]

1. Area needs more pay and display for cars as 2 hospitals - one cancer one heart.
2. Wheel chair access needed for patients.
3. Already there is a ebike space on other side of the Royal Brompton
3. main gate for gardeners vehicles - constant access required - just at that proposed space

[Additional Comments]

I am writing to object to the proposal to build Dockless Bikes ref /NS/S452i in the parking bay area opposite at 7, Onslow Gardens. Courtfield Ward

1. There is already a newly built Bike Bay 100 metres away on the parallel street – Sumner Place - as well as on South Parade!
2. Pay & Display Parking very limited on Foulis Terrace for all the very sick patients of both Royal Marsden and the Royal Harefield.
3. If anything the space should be for their cars, not cycling tourists who surely will have picked up their bikes at the tube station.
4. The proposed area is right next to the main entrance which is in constant use by the gardeners' vehicles. The gardeners, managed by Savills, service ALL the surrounding gardens.
5. Many patients use this street often in wheel chairs to get some air between chemo. This street as very quiet and a one way street – cyclists often go the wrong way down one way streets at great danger to themselves.

In the sincere hope that my concerns will be considered carefully.

### Objection Four

There are plenty of e-bike and bike sharing bays close by there is no need for another bay so close. They produce very messy parking and in this specific case they interfere with access by the gardeners to the garden squares. It is often difficult to find anywhere close-by to park. It can be extremely frustrating trying to find somewhere to park nearby to carry in shopping etc.

The opportunities of being able to park within the pay for parking areas is also extremely difficult, tradesmen's vans often being parked nose to tail both in Foulis Terrace and the surrounding streets.

There is already a newly built Bike Bay 100 metres away on the parallel street – Sumner Place - as well as on South Parade!

Pay & Display Parking very limited on Foulis Terrace for all the very sick patients of both Royal Marsden and the Royal Harefield.

If anything the space should be for their cars, not cycling tourists who surely will have picked up their bikes at the tube station.

The proposed area is right next to the main entrance which is in constant use by the gardeners' vehicles. The gardeners, managed by Savills, service ALL the surrounding gardens.

Many patients use this street often in wheel chairs to get some air between chemo. This street as very quiet and a one way street – cyclists often go the wrong way down one way streets at great danger to themselves.

[additional Comments]

My wife and I strongly object to the proposal to build Dockless Bikes ref /NS/S452i in the resident parking bay area [redacted].

1. It is often difficult to find anywhere close-by to park. It can be extremely frustrating trying to find somewhere to park nearby to carry in shopping etc.
2. The opportunities of being able to park within the pay for parking areas is also extremely difficult, tradesmen's vans often being parked nose to tail both in Foulis Terrace and the surrounding streets.
3. There is already a newly built Bike Bay 100 metres away on the parallel street – Sumner Place - as well as on South Parade!
4. Pay & Display Parking very limited on Foulis Terrace for all the very sick patients of both Royal Marsden and the Royal Harefield.
5. If anything the space should be for their cars, not cycling tourists who surely will have picked up their bikes at the tube station.
6. The proposed area is right next to the main entrance which is in constant use by the gardeners' vehicles. The gardeners, managed by Savills, service ALL the surrounding gardens.
7. Many patients use this street often in wheel chairs to get some air between chemo. This street as very quiet and a one way street – cyclists often go the wrong way down one way streets at great danger to themselves.

I do hope our worries will be taken into consideration when reaching a decision.

#### **Objection Five**

Dear Sir, this is concerning your proposed e bike parking bay in Onslow Gardens SW7 3LY. I have already commented on line on this project but I wondered if you might consider a different site just around the corner more or less opposite where Neville Street meets Onslow Gardens. I enclose photos of where I mean. On the first photo it would be roughly where the blue arrow is sited. The advantage of this site which is extremely close to the one you have chosen opposite [redacted] Onslow Gardens would be that it is also against a garden fence but without disturbing anybody's view.

I would be very happy to show you if you ever came to Onslow Gardens? Otherwise I can only re-iterate what I said in my on-line comment which is that I strongly oppose the current site and question its necessity. I live at [redacted] Onslow Gardens and would have to look at an untidy heap of bikes every morning I open my curtains. Is this really fair? Maybe you would find it within your remit to reach a compromise and consider this other site.

By the way, your name which appears on the yellow notice together with a phone number (0207 361 3628) - the number just always rings and rings and nobody picks up - is it correct?

I thank you in advance of your kind consideration of my proposal

[Additional Comments]

Onslow Gardens is neither a tourist area nor an area with many young people. The residents are mostly elderly and not likely to use e-bikes. The hospitals in the Fulham Road are already well served with ebike parking (which is always very messy with bikes just left willy nilly all over the pavement). I strongly oppose ebike parking in this area.

[Additional Comments]

I am unclear exactly where this bicycle bay should go. You say opposite No. 8 Onslow Gardens but the view from No. 8 Onslow Gardens doorstep looks like the attached photo. Could you pls indicate if your proposed (and very much opposed by your obedient citizens) will be on the left or the right of the garden gates?

As I have said before in my objection this parking bay is unnecessary and unwanted. There seems little point in instigating an enquiry if you are going to do it anyway.

[Additional Comments]

To illustrate my previous point I am sending you two photographs of bike stands (full with bikes because nobody is using them) behind the Brompton Hospital in South Parade and in Sumner Place. And two photographs of the messy e-scooter/cycle parking in Dovehouse Street. Nobody looks after these places and they are a messy shambles with people just throwing their bikes everywhere.

I strongly protest against another one of these horrible parking sites being established in Onslow Gardens.

### **Objection Six**

We are responding to your consultation relating to your proposal to provide a rental e-bike parking bay opposite Nos 7 & 8 Onslow Gardens, SW7 3LY.

We strongly object to the provision of a rental e-bike parking bay opposite Nos 7 & 8 Onslow Gardens for the following reasons:

1. There is absolutely no need to provide a rental e-bike parking bay in this location. We have lived at 7 Onslow Gardens for many years and we have never seen a rental e-bike obstructing the pavement in this location. There has been no nuisance caused to residents by rental e-bike parking in this location. The terrace of 1-8 Onslow Gardens is exclusively residential and it is highly unlikely that any resident would rent an e-bike.

2. There is already a serious issue in 1-8 Onslow Gardens regarding bicycles (and mopeds and scooters) illegally riding the wrong way down the one way street, ignoring the very clear No Entry signs. This happens on a very regular basis every day and is very dangerous to motorists and pedestrians alike, who are not expecting bicycles, mopeds and scooters to be riding illegally in the wrong direction. We have in the past taken this up with the Police, our local MP, Felicity Buchan, and Councillor Greg Hammond, but to no avail. I am happy to forward the correspondence. This is a far more serious issue than rental e-bikes obstructing the pavements (which as I said is non-existent in this location). However, if a rental e-bike parking bay is located at the end of the one way

street opposite Nos.7 & 8 Onslow Gardens just before it meets Foulis Terrace, this will inevitably lead to more cyclists riding up the one way street the wrong way (in effect taking a shortcut to Cranley Place and the Old Brompton Road) and will only exacerbate the already existing problem.

3. The proposed location is right beside the double garden gates to the working area used by the gardeners who look after the gardens of Onslow Square and Onslow Gardens. There is much coming and going of garden traffic (including some quite large vehicles) through these gates. The parking bays where it is proposed to locate the rental e-bike parking area are also required for access on a regular basis for tree surgeons machinery to prune and check the very large trees in Onslow Square Gardens West, so the siting of the e-bike parking bay in this location would limit such access.

4. There is already an issue with people not authorised to use the gardens of Onslow Square West (for which residents pay substantial maintenance charges) jumping over the railings illegally to use the gardens. If the rental e-bike parking bay is located right along the garden railings, this will only encourage and tempt more people to illegally enter the gardens by jumping over the railings or garden gates.

5. Although any such parking bay would be for rental e-bikes, it is highly likely that other bikes, mopeds and scooters would also use the bay (including delivery bikes which so clutter the Old Brompton Road), as it would be difficult to enforce effectively the parking of rental e-bikes only. The parking bay would likely become very unsightly and messy, and a real blot on the historic terrace of 1-8 Onslow Gardens, which is rightly regarded as one of the finest terraces in South Kensington.

6. There is already a specifically designated two way cycleway along Sumner Terrace, where bicycles are permitted to ride the wrong way up the one way street, with all the appropriate signs and road markings in place. We feel this is a much more sensible location for a rental e-bike parking area, being on a designated cycleway.

7. Last, but not least, the location of a rental e-bike parking bay in this location would result in residents losing the use of at least two resident parking bays. This would be far more of a concern to residents in this exclusively residential area than providing a parking bay for rental e-bikes, which are not creating a nuisance or obstruction in this location.

We very much hope you will take into account the foregoing points and strong opposition of residents to siting a rental e-bike parking bay opposite Nos 7 & 8 Onslow Gardens.

[Additional Comments]

We are responding to your consultation relating to your proposal to provide a rental e-bike parking bay opposite Nos 7 & 8 Onslow Gardens, SW7 3LY.

We strongly object to the provision of a rental e-bike parking bay opposite Nos 7 & 8 Onslow Gardens for the following reasons:

1. There is absolutely no need to provide a rental e-bike parking bay in this location. We have lived at [redacted] Onslow Gardens for many years and we have never seen a rental e-bike obstructing the pavement in this location. There has been no nuisance caused to residents by rental e-bike parking in this location. The terrace of 1-8 Onslow Gardens is exclusively residential and it is highly unlikely that any resident would rent an e-bike.

2. There is already a serious issue in 1-8 Onslow Gardens regarding bicycles (and mopeds and scooters) illegally riding the wrong way down the one way street, ignoring the very clear No Entry signs. This happens on a very regular basis every day and is very dangerous to motorists and pedestrians alike, who are not expecting bicycles, mopeds and scooters to be riding illegally in the wrong direction. We have in the past taken this up with the Police, our local MP, Felicity Buchan, and Councillor Greg Hammond, but to no avail. I am happy to forward the correspondence. This is a far more serious issue than rental e-bikes obstructing the pavements (which as I said is non-existent in this location). However, if a rental e-bike parking bay is located at the end of the one way street opposite Nos.7 & 8 Onslow Gardens just before it meets Foulis Terrace, this will inevitably lead to more cyclists riding up the one way street the wrong way (in effect taking a shortcut to Cranley Place and the Old Brompton Road) and will only exacerbate the already existing problem.

3. The proposed location is right beside the double garden gates to the working area used by the gardeners who look after the gardens of Onslow Square and Onslow Gardens. There is much coming and going of garden traffic (including some quite large vehicles) through these gates. The parking bays where it is proposed to locate the rental e-bike parking area are also required for access on a regular basis for tree surgeons machinery to prune and check the very large trees in Onslow Square Gardens West, so the siting of the e-bike parking bay in this location would limit such access.

4. There is already an issue with people not authorised to use the gardens of Onslow Square West (for which residents pay substantial maintenance charges) jumping over the railings illegally to use the gardens. If the rental e-bike parking bay is located right along the garden railings, this will only encourage and tempt more people to illegally enter the gardens by jumping over the railings or garden gates.

5. Although any such parking bay would be for rental e-bikes, it is highly likely that other bikes, mopeds and scooters would also use the bay (including delivery bikes which so clutter the Old Brompton Road), as it would be difficult to enforce effectively the parking of rental e-bikes only. The parking bay would likely become very unsightly and messy, and a real blot on the historic terrace of 1-8 Onslow Gardens, which is rightly regarded as one of the finest terraces in South Kensington.

6. There is already a specifically designated two way cycleway along Sumner Terrace, where bicycles are permitted to ride the wrong way up the one way street, with all the appropriate signs and road markings in place. We feel this is a much more sensible location for a rental e-bike parking area, being on a designated cycleway.

7. Last, but not least, the location of a rental e-bike parking bay in this location would result in residents losing the use of at least two resident parking bays. This would be far more of a concern to residents in this exclusively residential area than providing a parking bay for rental e-bikes, which are not creating a nuisance or obstruction in this location.

We very much hope you will take into account the foregoing points and strong opposition of residents to siting a rental e-bike parking bay opposite Nos 7 & Onslow Gardens.

We are copying this email to our MP and local councillors, as well as the Met Police.

#### **Objection Seven**

My wife and I strongly object to the proposal to build Dockless Bikes ref /NS/S452i in the resident parking bay area [redacted]

Although we only keep [redacted] residents parking from time to time, it is often difficult to find anywhere close-by to park. Both being elderly pensioners it can be extremely frustrating trying to find somewhere to park nearby to carry in shopping etc. The opportunities of being able to park within the pay for parking areas is also extremely difficult, tradesmen's vans often being parked nose to tail both in Foulis Terrace and the surrounding streets.

One also often sees patients from the nearby hospitals and their visitors struggling to find a place to park as well.

Whilst we fully understand the excellent ethic of cycling around on non-polluting bicycles, as my wife and I both approach our octogenarian years, it is not an appealing prospect to us. The road manners of some cyclists leave much to be desired, we learned a long time ago to look both ways when crossing the road in front of our building because although a one way street, there is a culture amongst cyclists today of totally ignoring road signage.

We do wonder also when and where electric charging points for motor cars might be installed?

I do hope our worries will be taken into consideration when reaching a decision.

#### **Objection Eight**

I am writing to express my concerns and objections regarding the proposed installation of a Dockless Bike pod (Ref: /NS/S452i) in the parking bay area opposite 7, Onslow Gardens, Courtfield Ward.

My primary concern is that there are already two newly built bike bays in close proximity to the proposed location – one on Sumner Place, which is just 100 meters away, and another on South Parade. The installation of an additional bike pod seems redundant and unnecessary.

Moreover, the availability of Pay & Display parking spaces on Foulis Terrace is already limited, and the area is frequently used by patients of the Royal Marsden and Royal Harefield hospitals who are undergoing treatment. In my opinion, it would be more appropriate to prioritize these patients by providing additional parking spaces for their vehicles rather than allocating space for a bike pod primarily aimed at cycling tourists.

It is also worth mentioning that many patients, often in wheelchairs, use this quiet, one-way street to get some fresh air between their chemotherapy sessions. Installing a bike pod could increase the number of cyclists on the street, including those who may cycle in the wrong direction, posing a risk to themselves and the patients.

Furthermore, the proposed location is adjacent to the main entrance frequently used by gardeners servicing all the surrounding gardens, managed by Savills. Introducing a bike pod in this area may cause obstruction and impede their work.

Another concern I would like to raise is the issue of bikes being left haphazardly on sidewalks and other public spaces, rather than being returned to their designated pods. This creates potential hazards for pedestrians and negatively impacts the overall appearance of the neighbourhood.

I sincerely hope that my concerns will be taken into consideration, and I kindly request that you re-evaluate the proposal for the Dockless Bike pod installation at the aforementioned location.

Thank you for your attention to this matter.



**Objection Nine**

I understand there is a proposal to install a new bicycle bay for rental e-bikes in Onslow Gardens [redacted]. I was very surprised to learn this as I think there will be a low demand for rental bicycles in this area which is almost exclusively residential and where there is a very high demand for the available car parking space. Many of the residents are middle-aged or elderly and I think they will not be using these bikes.

May I suggest it is more important to expand the special parking bays available for those who attending the local hospitals because those are packed every day. If you consider that there is a need for a bicycle rack, I would suggest you place it in that part of Onslow Gardens that lies between Old Church Street and the bottom of Cranley Place. The current parking bays, which borders the gardens on the lower side of the road are rarely full and it is closer to the Brompton Road than the site that you are proposing. I would be grateful if you could take these comments into your consideration.

**Objection Ten**

Our client [redacted] and we refer to the proposal to build Dockless Bikes ref /NS/S452i in the resident parking bay [redacted] and our client objects to the proposal for the following reasons:-

1. All the buildings between 1 and 7 Onslow Gardens have been converted into flats, and there is a continual and huge demand by the residents for residents parking spaces, of which there are presently an insufficient number.
2. There is a newly built bike bay in Sumner Place, which is about 130 metres away from our client's front door.
3. There is very limited pay and display parking in Foulis Terrace, and these spaces are invariably occupied by visitors to Royal Marsden Hospital in Fulham Road.

**Support in Part One**

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

How will the new e-bike bays stop people leaving bikes anywhere on the pavement as they do now? What penalty will there be for people who continue to leave them on the pavement and how will it be levied? Shouldn't the hire companies be made responsible to go round and collect the bikes, as they know where they are?

People may use the e-bikes for short journeys, I can't imagine people giving up their cars to use e-bikes. The loss of so many parking spaces will put even more strain on those that remain. People pay for their Residents' Permits and, already, more permits are sold than there are available spaces, so this proposal is not fair to them.

In summary, those who leave their bikes where they get off them won't change their habits. Residents will be forced to struggle even more for parking, and the Council will continue to collect revenue from permits and fines from people who feel forced to park in empty or under-used e-bike bays.

Rather than apply this scheme wholesale and risk a potentially expensive disaster, please trial it in a couple of areas first to see whether it actually works.

**Support in Part Two**

I believe that unless there are fixed 'slots' to park the bikes in, as is the case with the original "Boris" bikes, then these areas will be a mess also with bikes strewn around.

The Boris bike stations work perfectly and these should be the same.

**Support in Part Three**

Worry that this will increase litter in area and noise level. But support on basis that cleaning will be intensified.

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

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

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

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

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

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

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

The majority of households in the borough do not have access to a motor vehicle, in some wards this is the significant majority, therefore it is right for the council to be reviewing how space is effectively used to meet the travel needs of those who do not drive or choose not to drive short distances. At the moment

the kerb space in residential areas is dominated by increasingly large motor vehicles, it is fair and proportionate that some of this space be designated for on street cycle bays.

Carriageway cycle bays:

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

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

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

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

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

**Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

1. Provide convenient designated locations for hire users
2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes
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8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

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

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

#### **Support in Full Four**

[No comment supplied]

#### **Support in Full Five**

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

#### **Support in Full Six**

I 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.

#### **No Opinion One**

This location will make it very difficult for the gardeners to access the main gates. There are already 2 ebike and scooter parking spaces (behind the Brompton hospital and on dovehouse street) less than 50 yards away. The residents really do not need or welcome this.

#### **No Opinion Two**

My worry is that this area consists of many one way streets. I am concerned that the bike riders may ignore the road signs thereby causing an accident with oncoming traffic. I

Please would you note this as a possible risk.

Many thanks

## Appendix 10: Responses received for proposed e-bike bay in Onslow Square

### Objection One

There is no need to have a site so close to the tube station, which is the obvious choice for such parking sites. The concourse outside the station already has an e-scooter parking site and is the better location for e-bikes too. There is plenty of space and is very close to the tube. There is also a pedestrianised road on the north side of the tube, providing a much safer place to park bikes. In contrast, Onslow Sq is a purely residential area that is in desperate need of car parking.

There is already a bike hire site at the other side of the square, taking out parking spots. And there is a new secure bike parking unit on the same side of Onslow Sq, taking out more parking. Onslow Sq should not become a bike parking zone.

Given the current supply of bikes, ebikes and scooter parking, there is no need for more.

Also, that side of Onslow Sq is a busy bus route. Frequently buses are queuing along that road and squeezing by. It would be dangerous to have people stopping on the street to park a bike or pulling bikes out. It is also likely that the ebikes will spill outside the designated box, blocking the pavement and roadside.

### 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 wonder whether it should not be nearer South Ken tube station so that people associate one and the other. And it's visible to those who arrive / depart by tube and bus.

### Support in Part Three

It's a busy street with buses going up and down and cyclists on rented bikes generally have very poor safety awareness

### **Support in Part Four**

You propose taking up residential parking space in some areas where 1. ebike parking space is available nearby and 2. there is already a pretty severe shortage of residential parking space. I mentioned Onslow Square in particular because there is already ample ebike parking space just up the street around South Kensington Station, and the Council has recently removed several OS residential spaces for the benefit of the evangelical church HTB which has many congregants who live outside the area and want to park nearby, and also for a cycle parking shed. The real problem is the ebike users who don't bother to use dedicated parking space and leave their rented bikes strewn across our already crowded pavements. I have emailed RBKC photos of these situations and I've also emailed the ebike owners. There must be consequences (fines etc) for renters who don't park their cycles safely. I am all in favour of fewer cars and more cycling but poorly parked ebikes are posing a hazard to pedestrians in our very busy neighbourhood.

### **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.

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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

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Carriageway cycle bays:

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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.
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5. The bays should have planting or bollards to clearly designate bays for cycle parking and provide protection for cycles parked in the bays and avoid vehicles encroaching, parking or stopping in such bays

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

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### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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### **Support in Full Three**

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

### **Support in Full Four**

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

### **Support in Full Five**

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

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

## Appendix 11: Responses received for proposed e-bike bay in Queen's Gate

### Objection One

The small number of people who use these ebikes do not do so safely and are often on the pavement and dangerous. There are already too many things on the pavements, with Santander bikes and bike racks, 20 mph signs, using more space for ebikes is just anti residents parking. The impact the few ebikes used will have on air quality is tiny, while the risk to pedestrians is not acceptable. I am sure ebikes prove useful for drug dealing and mugging and are a fire hazard.

These ebikes are a menace on the pavement and on the streets and should not be encouraged. In addition we have the problem of delivery scooters parked all over the streets. RBK&C should focus on reducing clutter in the beautiful Borough rather than making it worse with these stupid ebikes.

### 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?

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In summary, those who leave their bikes where they get off them won't change their habits. Residents will be forced to struggle even more for parking, and the Council will continue to collect revenue from permits and fines from people who feel forced to park in empty or under-used e-bike bays.

Rather than apply this scheme wholesale and risk a potentially expensive disaster, please trial it in a couple of areas first to see whether it actually works.

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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:

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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
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9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

### **Support in Full Three**

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

**Support in Full Four**

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

**Support in Full Five**

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

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

## Appendix 12: Responses received for proposed e-bike bay in Roland Gardens

### Objection One

There is too much strain on resident parking spaces in the Borough. We cannot afford to lose any more spaces. There are more permits than there are spaces. I oppose this particular one on the following grounds that there are already

2 x Pay By Phone Parking Meters

1 x Car Club Bay

A long motorcycle bay accommodating approx 14 motorcycles

2 x long Electric Charging Bays

A single yellow line outside the Cranley Hotel at 10-12 Bina Gardens

[Additional Comments]

Resident Parking is coming under further strain as there are more car permits than there are spaces in the RBKC? I have noticed as a long term resident within the borough that it is becoming increasingly more difficult to park during the day and impossible after a certain time late after/early evening. Therefore I often have to park my car on a single yellow line at times further from home than I would like at times and get up early the following morning to move it. This doesn't seem just to remove residents space and reduce further the number of spaces available. In addition to this we have had approximately 2 years of great swathes of parking suspensions for cable installations/road works/ maintenance to contend with and further planned works to install green person crossing which are imminent. This puts huge strains on residents.

I oppose these measures on the above grounds and below

[Additional Comments]

There is already a huge strain on resident spaces especially in streets where houses are divided into multi dwelling occupancy and then are multi occupied. There are more permits than there are spaces. To further reduce resident spaces is putting a further strain on being able to live within the borough.

In Roland Gardens this is an example of multiple dwellings within most of the properties that line this street. We already have pay by phone bays and a single yellow line for drop off purposes outside a residence/hotel. We cannot afford as residents to lose further spaces. Where I live we have no on street parking as it is single yellow on both sides of the road therefore I have to park in the surrounding streets which is becoming more and more challenging. For every bay there is a car space given up. We cannot have both...

Already on Roland Gardens we have a densely populated residential street mostly divided into flats rather than single occupancy homes, where most buildings can own a swath of parking permits. If they were single family occupancy homes the strain on permits and spaces would be better.

In Roland Gardens we already have loss of spaces due to Pay By Phone Parking Meters

A single yellow line outside one of the hotel/residences

I oppose any measure as a car owner to reduce further resident parking spaces.

**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**

There is already so much difficulty finding residential & pay by phone car parking spaces. I support street bike parking places only to be installed on the pavement, not to take away more car parking spaces & cause more traffic/obstructions for pedestrians & anyone riding/driving on the road.

**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
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4. It would be good for bays to have residential cycle parking facilities adjacent with planting to improve kerbside space



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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.

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### **Support in Full Two**

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### **Support in Full Three**

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### **Support in Full Four**

[No comment supplied]

### **Support in Full Five**

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

**Support in Full Six**

I 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.

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