

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
EARL'S COURT 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 Earl's Court ward, with a recommendation on how to proceed for each proposal.

2 RECOMMENDATIONS

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

3 BACKGROUND

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

4 CONSULTATION RESPONSES

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

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

- 4.2 In total, 174 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 five of the ten sites with objections or support in part responses, and the reasons for this are set out in Section 5. Having considered the objections to the Barkston Gardens, Earl's Court Square, Nevern Square, Trebovir Road and Penywern Road proposals, officers are recommending not to proceed with these locations.

Table 1 – Summary of responses received.

Scheme	No. Objections	No. Support in Part	No. Support in Full	No opinion	Comment	Recommendation
Barkston Gardens	32	1	6	0	0	Do not proceed
Earl's Court Gardens	2	1	6	0	0	Proceed
Earl's Court Square	24	2	7	0	0	Do not proceed
Hogarth Road	2	1	6	0	0	Proceed
Kempsford Gardens	2	2	9	0	0	Proceed
Nevern Square	7	2	5	0	0	Do not proceed
Templeton Place	2	1	6	0	0	Proceed
Trebovir Road	15	3	6	0	0	Do not proceed
Penywern Road	6	1	5	0	0	Do not proceed
Philbeach Gardens	3	1	8	0	0	Proceed

5 CONSIDERATION OF OBJECTIONS

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

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

Scheme	Loss of parking space	Use an alternative location	Enforcement of E-Bike Schemes	No evidence of need	Poor behaviour by cyclists	Other
Earl's Court Gardens	1	0	1	1	0	5
Hogarth Road	0	0	0	0	1	4
Kempsford Gardens	1	1	0	0	1	4
Templeton Place	0	0	0	0	0	2
Philbeach Gardens	2	1	2	0	0	5
TOTAL	4	2	1	1	2	20

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 In response to complaints by residents, the aim of providing e-bike parking bays is to remove the nuisance of rental e-bikes left on footways and other inappropriate areas that cause a nuisance to residents, particularly where the footway is obstructed for those using wheelchairs or buggies. Most footways in the borough are not suitable for large numbers of bikes to be left, and so the Council has proposed bays on the carriageway within existing car parking bays. This will allow the Council to bring more control to where bikes are parked and reduce the impact on pedestrians. One five metre parking bay for one car can accommodate up to ten bicycles and officers consider this reduction in car parking necessary in order to control where dockless e-bikes can be parked, and reduce the impact on residents.

Install the e-bike bay in an alternative location

5.5 One respondent to the Kempsford Garden proposal suggest many alternative locations for the e-bike parking bay such as: the north-western arm of Earl's Court Square between the Square and Warwick Road; the service road outside Brompton Cemetery; the car park at the rear of Hunter House; and outside St Cuthbert with St Mattias Primary School.

5.6 A respondent to the Philbeach Gardens proposal suggested moving the bay away from the entrance to the gated park.

Officer Response

- 5.8 The location of the Kempsford Gardens proposal was chosen due to its close proximity to Brompton Cemetery, providing users with a safe designated parking bay close to the grounds. In order to ensure high compliance with the parking scheme, the Council aims to create a widely dispersed network of parking bays available across each ward. Old Brompton Road, outside Brompton Cemetery is a busy A-road and was deemed by officers not to be a suitable location for an e-bike parking bay. In addition to this, the Council plans to create bays in public spaces, to be available for public use. Therefore converting a parking bay in the car park of Hunter House is not a viable option. Additional e-bike parking bays have been proposed in Earl's Court Square, and its surrounding streets, and are a part of this report.
- 5.9 There is no reason to think that the installation of an e-bike parking bay would increase the number of individuals illegally entering the gated gardens. Individuals in cars who use the space as a parking bay could also be argued to do the same, therefore it would not be permissible to refuse the location on this premise.

Enforcement of rental e-Bike schemes

- 5.10 Some respondents objected to the proposals – or wanted more information – because they perceived that there is no enforcement of rental e-bike schemes and that the provision of designated parking bays for them may not achieve the intended outcome of reducing poor parking practices on footways. These respondents also asked questions regarding any financial penalties that may be issued to users failing to comply with the scheme.

Officer Response

- 5.11 Our Memorandum of Understanding will require all e-bike suppliers to specify a mandatory parking system to users. Operators will only allow users to end their ride if the user is in one of the Council's designated parking bays. The operators must set out a plan of how this will be enforced, incorporating warnings and fines (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.

No evidence of need

- 5.12 One respondent to the Earl's Court Gardens proposal stated that there was no need for e-bike parking due to the already extensive public transport links in the area.

Officer Response

- 5.14 To help ensure high compliance with parking of e-bikes in designated bays, officers aim to have an evenly distributed network of parking bays and the. E-bike provide a further layer of transport links and options, providing users of all ages and ability a range of options when traveling around the borough.

Poor behaviour by cyclists

- 5.17 Two respondents from Hogarth Road and Kempsford Gardens objected due to poor behaviour exhibited by cyclists, such as contravening one-way road systems, not giving way to pedestrians, cycling on the pavement and anti-social behaviour.

Officer Response

- 5.18 Whilst a small minority of people who cycle may exhibit poor cycling behaviour, this is not a reason to refuse to install rental e-bike parking, in the same way the Council would not refuse to provide car parking because a small minority of people who drive contravene traffic rules. There is no additional evidence to suggest the introduction of e-bike parking would further encourage poor behaviour by cyclists and e-bike users.

Other comments

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

Table 3 – ‘Other’ comments and officer responses.

	Comment	Officer Response
1	Respondent believes that there will be reduced sightlines for vehicles, meaning that e-bikes users will not be noticed by oncoming traffic and believe that there is an additional risk from all road users that contravene the one-way road system. [Philbeach Gardens proposal]	There is no reason to think that a cycle parking space should impact sightlines any more than a car parking space in the same location.
2	Pavements are for people, not bikes. [Philbeach Gardens proposal] Looks like the pavement will be used from the drawings. Suggest using parking spaces instead and leaving the pavements alone. [Kempsford Gardens proposal]	Both proposals will be in the carriageway, converting residents’ parking bays into e-bike parking bays.

3	<p>People may use the e-bikes for short journeys, I can't imagine people giving up their cars to use e-bikes. [Philbeach Gardens proposal]</p>	<p>e-Bikes have been an extremely popular mode of travel within the borough for both residents and visitors alike. Short car journeys contribute to pollution and further impact the air quality in the borough, so with these journeys completed by active and sustainable means, we are able to positively impact air quality within our borough.</p>
4	<p>More responsible private bike ownership should be encouraged within the borough and as such, I would prefer to see more secure & covered bike storage rental units available. I think rental units for private bike storage should be addressed and encouraged. [Hogarth Road proposal]</p>	<p>The Council is actively working towards introducing additional cycle hangars throughout Earl's Court ward and the borough as a whole. Requests for new locations can be sent to cycling@rbkc.gov.uk</p>
5	<p>Residents will not use these bikes much [Earl's Court Gardens proposal]</p>	<p>The scheme has been popular amongst both residents and visitors.</p>
6	<p>Respondent asks if the traffic implications have been considered in relation to match days at Chelsea Football Club. Respondent also asked if the Metropolitan Police have been consulted on the proposed e-bike parking bays. [Earl's Court Gardens proposal]</p>	<p>As with all traffic management orders, the Metropolitan Police are invited to comment proposals, but they have not submitted comments on these proposals. The proposed changes would remain in place during match days, however bays can be suspended from use via operators' apps for events if required. That would mean that whilst the parking bay was still on-street, no e-bike users would be able to pick up or drop off a bicycle during the event.</p>
7	<p>Loss of 16 feet of resident parking is unacceptable. [Earl's Court Gardens proposal]</p> <p>Is it really the intention to lose the full 18-foot (3 bay) resident bay opposite no. 54 [Hogarth Road proposal]</p>	<p>The proposals are to replace one parking bay (at each location) with an e-bike parking bay of 5 m (or 16 ft) in length.</p>
8	<p>It is unclear to us how this proposal will be combined with the proposals presently under consultation for a</p>	<p>The decision on the proposals for the parallel crossing on Old Brompton Road has not yet been made. However, if the decision is made to proceed with that</p>

	parallel crossing and how many residents' parking bays will be lost in total. Any changes to the parking and road layout must be done in a holistic way. [Kempsford Gardens proposal]	scheme, it is expected that this scheme would not be delivered on-street for at least a year, as detailed design would need to be undertaken. At that time, we would consult on relocating the e-bike parking bay to a new site, if it had proved to be well-used.
9	What fees will be charged to e-bike providers for commercial use of this scarce space in RBKC? How will the revenue generated be redeployed in improve and enhance our local area? [All proposals]	The fee charged to operators has not yet been confirmed as it will rely in large part on how many e-bike parking bays we are able to supply following consultation. Contributions will be used to implement and manage the e-bike rental schemes with any surplus income supporting the Council's general transport budgets.
10	Scheme should be trialled in a couple of areas to see whether it works. [All proposals]	Since June 2021, the Council has been part of the London rental e-scooter trial which uses designated parking bays as the only places e-scooters can be parked. Officers have observed high compliance with parking of these vehicles and therefore believe that a similar approach can be adopted for rental e-bike parking bays, without the need for a further trial.

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

Objection One

E-bikes are just dangerous and don't propose a proper transport solution. They should be banned altogether.

Objection Two

We need the actual resident parking space respected.

I have great difficulties in walking and absolutely need close access to my parked car. My husband cannot walk more than a few meters without a wheel chair, and therefore need easy access to a parked car.

In addition, this is a quiet clean area for young children and elderly residents trying desperately to maintain some peace and order next to the horrendously noisy crowded filthy Earls Court Road, and we want to avoid further disruption with people brawling, shouting, taking and parking bicycles, drunk and vomiting, dropping their take away food and drinks, as we see it all day, all night long on Earls Court road, as we are well aware for having been resident here for over 30 years.

Please erase Barkston Gardens from your list of possible ebike spaces. Thank you

Objection Three

It should be on the main Earl's Court road or in front of the tube station. It will bring many more bikes at the beginning of the street, additional noise. We have a new bike garage on the other side of Barkston/ as well a parking organised for private bikes in the premise of our building and the one next door/ if it was a docking station with a maximum number it would not be great but ok/ there it will end up as a pile of bags and people talking and making noise....

Objection Four

The removal of residents parking bays is not acceptable in this street. There are alternative places such as wide pavements by 1 and 1a Barkston Gardens where bikes are already left that do not require the removal of car spaces which are already in short supply.

The number of spots identified in Earl's Court is disproportionate to the number of e-bikes being left in the ward. There is a suitable spot in Earl's Court Gardens close by behind the medical centre and next to the train tracks which should be used instead.

[Additional Comments]

There is already a shortage of parking bays in Kempsford Gardens and the number in Earls Court is disproportionate to the borough.

Objection Five

It's a narrow street and the bikes will be in a mess and it would be difficult to go around

Objection Six

The dockless bicycle parking bay is unlikely to serve the needs of the immediate neighbourhood. Those residents, especially on the south side of Barkston Gardens who own bicycles or e-bicycles, will park them in their storage areas either dedicated to their flats or in the storage at the end of Barkston Gardens near the junction of Courtfield Gardens.

Currently there have been very few occasions when e-bicycles have been left on the pavement in Barkston Gardens, especially on the south side. This indicates that neither residents nor their guests are making use of this form of transport.

The position of the proposed parking site is very close to the junction with the south side of Barkston Gardens and Earls Court Road. This junction has a very narrow aperture (narrower than on the northern junction of Barkston Gardens and Earls Court Road). This may well cause a hazard as well as an inconvenience with cyclists maneuvering their bicycles in and out of the parking with traffic entering and exiting the junction.

It removes valuable residents' parking which is already under pressure. Residents pay for their permits and increasingly, it seems, there is a constant reduction in available parking places putting additional strain on the more elderly and infirm who must park further away from their desired destinations.

A far better location would be nearer and in sight of the tube exit on Earls Court Road. Here the pavement was widened during the Covid-19 lockdown period which, although being announced as temporary, is now permanent. This pavement extension seems to fulfill very little purpose but could accommodate a sizeable parking bay for e-bicycles and would have the added advantage of being close the tube station and the bus stop. This would be very much more convenient for visitors to the area who most likely are going to be the major users of these bicycles.

In a similar way, a parking bay for such bicycles could be planned on the other side of the station in preparation for the Earls Court development. Here, because of restrictions on parking permits and parking within the development, there might well be a higher demand for rental of e-bicycles from these new residents.

With such a major rollout of this scheme across the borough, one would have considered that there would have been a much wider publication and consultation. As far as I could see there is only one, inconspicuous yellow notice fixed to a pole in Barkston Gardens for the planned parking bay nearby. More notices might have been posted and even a public meeting to discuss this. Many may feel that encouraging more bicycles onto the streets of the borough is not totally desirable.

Objection Seven

There already is a severe shortage of residents' parking spaces in Barkston Gardens - as well as in the other neighbouring side streets. Residents pay a lot of money annually for their parking permits, yet all around Earls Court we often have to park a long way away because of the shortage of residents' spaces.

Your plan would use up another three/four spaces in Barkston Gardens, for an organisation/bike-riders who do NOT pay anything for the use of the roads.

I agree that irresponsible e-bike riders are creating a hazard when just leaving an e-bike in the middle of a pavement. BUT - They are committing an offence when they do so. As such, instead of penalising car owners, just enforce the current law and pursue the rider who has parked the e-bike irresponsibly. You and/or the police can instruct the e-bike hire company to inform you/the police of the details of the hirer who parked an e-bike in a dangerous place. Make them take responsibility for their actions. Do NOT penalise car owners yet again.

Objection Eight

I am opposing the installation for the following reasons.

The street is narrow. That side of the square can get congested.

Putting a bike bay where people can randomly drop bikes will create more congestion with greater risk of accidents for those turning from Earls Court Road into Barkston Gardens if bikes are not properly parked as often seen in these bays across London. Also that is a not very visible turning point for cars and there is a further risk for people crossing the street just after having dropped the bike on the bay and not paying attention

Is often hard to find a parking spot on the square for residents on that side with often held early people or family with children. The reduction of car parking area will create a need for residents to go around the square more, creating more pollution and greater fuel consumption to find a spot close to home.

Objection Nine

1. . The proposed bay is right outside our building entrance and will mean strangers congregating outside our home which is concerning as we (and many of the residents of this building) have children and teenagers.

2. There is already very limited residents and non-residents car parking in Barkston Gardens and this would further reduce capacity.

3. The road is narrow and it will be dangerous for resident children if there are e-bikes being collected and dropped off in this area.

Objection 10

We don't need them, the one you proposed in is in front of our door 103-121 Barkston Gardens, we don't find places to park any more, he will bring noise and rubbish in our building. Please find a another place.

Objection 11

For the reason that it is placed just outside our building front door which is totally inadequate with extra traffic of people and bikes.

Secondly there is an ebike parking space literally 50meters away on Bramham Gardens, and another one near Courtfield gardens, how many of those are needed? They pollute the landscape and look totally out of place in this beautiful part of London.

Last and not least they take away precious Resident Parking car spaces which are already scarce on Barkston Gardens.

Please don't allow it! Thank you

Objection 12

Barkston Gardens has a very high number of flats, in addition there is limited parking on Earls Court Road so the removal of any parking space will simply make life even more difficult for residents who live on Earls Court Road. It makes more sense to install the bay on the other side of Barkston Gardens where there are all hotels and not so much pressure on parking.

Objection 13

The e-bike parking space at this location will create more traffic in addition to delivery vans just at the junction with Earl's Court road. The street is narrow at this point and vehicles often have to reverse and park to let other vehicles coming across. There's no cycle lane and no space to create one on that side of Barkston Gardens. There is a very likely risk to have the e-bikes using the pavement which is narrow, and causing security issues in particular for elderly and children. It is already prevalent on Earls Court road itself to see e-bike users riding at speed on the pavement against the one way traffic direction of the road. An e-bike parking space at this location will only increase this dangerous behaviour if no cycle lane is created at the same time.

The parking space is located on the side of Barkston Gardens that is only residential (no hotels) when e-bikes are frequently used by tourists and non-residents of the garden. Hotels and the Blackbird pub are on the other side of the garden and would appear to be a better location where the street is much larger and where a cycle lane could be created.

I'm not sure why the borough is considering e-bike parking spaces without the corresponding development of cycle lanes. It is not a well thought policy.

Objection 14

I reside on [redacted] Barkston Gardens and reject your proposal for dedicated e-bike related parking bays on basically three grounds: a) the proposed location for such bays on Barkston Gardens, b) the underlying real issue of Earls Court Road and protection of pedestrians on such road, and c) alternative suggestions of better solutions.

a)Location of such bays on Barkston Gardens. The location of such bay is at the narrowest part of Barkston Gardens and thereby would further complicate certain trucks (e.g. garbage, delivery) from entering the street without having to block traffic on Earls Court Road. In addition, any new owners moving in or old owners moving out (Barkston Gardens 103 to 121 currently entails about 20+ flats) will be faced with unnecessary additional impediments.

b)Protection of pedestrians on Earls Court Road. Earls Court Road being a one way street, the biggest protection issue relates to the many e-bikes as well as standard bikes using the pavement as an alternative to get faster to their final destination (delivery riders, tourists). Here the risk for pedestrians is way higher than a clearly yet falsely parked e-bike. This seems to be more of an issue of stricter police enforcement and stricter penalties.

c)Alternative Suggestions. In times of technological innovations it should not be an issue of being able to combine standard bike bays with e-bike users. Around Barkston Gardens there are at least 2 existing standard bays. Alternatively, operators of such e-bikes could hold their customers financially responsible since they should have the information needed. Lastly should you still insist in setting up a dedicated bay on Barkston Gardens then put it far away from the main entrance of a residential property.

[Additional Comments]

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Objection 15

I accept that e-bikes are environmentally friendly, but the problem is the people who use them. They often ride along pavements sometimes at reckless speeds. And using powered vehicles on the pavements must surely be illegal. Another problem is that there seems no one to enforce the rules.

Objection 16

I don't support the installation of on street ebike parking spaces on streets that are mainly residential and where there is already a shortage of parking spots for residents. A lot of residents on our street are elderly and have mobility issues, and having to park further away to accommodate the occasional random bike doesn't sound like the right thing to do from my perspective. In Earls court, there are many less residential and populated streets than Barkston Gardens where such ebike spaces could be reserved. Even if Barkston gardens were to be a choice, the other side of the garden which is mainly hotels and has a lower density of cars feels like a more logical location for such a space, but then again I see there is another one planned on Penywern Rd and wonder if all these parking spots in such a small radius are actually needed.

Objection 17

Strongly not supporting the idea to install a bike storage in front door of 103 -121 Barkston Gardens. Firstly the place is chosen is not ideal, hard to turn on road with current situation and I can't imagine with a bike storages. We don't have places to park our car . Is only one meter from the flat window and imagine the noise will make in night. Please find another place further down on pay and display on end of Barkston Gardens.

Objection 18

These parking spots are meant for residents which we pay for. There is already limited parking available, why favour non-residents over residents who take care of the area and live here permanently.

Objection 19

Removing residents parking in front of our home, and putting in an e-bike depository will obstruct the entrance of Barkston Gardens into Earls Court Road, and is therefore unsafe. The drop offs will take place day and night, and will result in loss of residence parking, which is sorely needed for delivery access and elderly and infirm use.

There are many more suitable places to deposit the privately owned bicycles, such as the extended pavement on the Earls Court Road, Trebovir Road, which has a double yellow line on the corner, Spears Mews, where no vehicles are allowed, and the double yellow line on Kenway Road, to name a few. This proposition does not serve the residents in any way. We as rate payers are not going to use this obstructive facility, because we have cars with paid-up residents parking permits, a bicycle cage, sheds, and facilities for locking bicycles on every corner.

One small yellow sign, facing away from the square was the only notice we had about our lives being disrupted by a scheme to benefit a private company, who originally promised to pick up their property promptly from wherever a tourist or customer left it. This is a great imposition to the ratepayers and voters, in favour of greater profits for the e-bike companies.

It is not appreciated that the council, with only one very small notice, appears to be doing this surreptitiously and without consultation.

Objection 20

Granted, the installation of ebike parking space would clear up the current problem of ebikes being left on pavements.

However, why are the operators currently not held responsible for ensuring that their customers are returning the ebikes to their proper place (if there is one)?

Why are the operators allowed to operate without having a dedicated hire office/place in the first place - rather than using public spaces (pavements) as their place of business?

Who will be responsible and pay for installation and upkeep of the parking bays?

If ebike parking spaces are created, will they be operated by the Council or the business owners themselves paying a licence fee to the Council?

Unless and until these questions are satisfactorily answered, I am afraid I shall have to say "No".

Objection 21

I find the proposal completely objectionable. This rental does not serve our community in any way. Barkston Gardens is our home and home to many residents with young children and old people requiring parking spots in front of their entrance and there are not enough of them especially at night. We as tax payers as well as payers for resident parking and maintenance of the square should have priority over bike parking for strangers. What we really need are more electrical charging points as the number of electric cars in the square is increasing and there are not enough of them.

Objection 22

As a family with young children, we need access to parking near our building. Barkston Gardens has limited residents parking and this reduction will have a significant impact on the ability to park within walking distance. Additionally installing bicycle parking in this space will detrimentally disrupt our privacy and safety. Please do not install these bicycle parking spaces outside our building.

Objection 23

The proposed area is directly outside our front door entrance. This will impact the residents in the block adversely. The bike parking is not for the benefit of the local residents as we have our own bikes and sheds for storage. This is a residential block with many young families and elderly parents who visit many of whom have mobility issues (as does my mum) and bikes in front of the door will create additional issues for access to the building. There is a great deal of space at the start of Earls Court Gardens (the side of Paul) which is available and which would not hinder access to the front door. I don't understand why locations for e-bikes are not chosen in these more suitable spaces? Directly in front of a residential block is quite simply astonishing.

As well as the loss of parking spaces which would have a great impacted for which we pay, this would be a disruption of our peace and privacy. My mum would not be able to be dropped off directly outside our door, and with her limited mobility she would be forced to be dropped off further down the street and struggle to walk to our door. This is wholly unacceptable for an elderly family member to suffer like this.

Objection 24

I do not support the installation of an ebike parking space on Barkston Gardens in this position. The road is very narrow at this point and if the bikes are not parked well and protrude even a little on the road it will be difficult for cars to pass safely. Also, the position being considered is right on the corner of Barkston Gardens and the Earl's Court Road. I think this is a dangerous spot because cars may need to avoid the scattered bikes when turning off the Earl's Court Rd into Barkston Gardens and may need to move into the right hand lane therefore causing congestion.

Objection 25

We don't have sufficient car parking

Objection 26

i OPPOSE THE SITUATION OF SUCH PARKING IN GLEDHOW GDNS (CORNER OF OLD BROMPTON RD) AS PAVEMENT AND STREET TOO NARROW

Objection 27

It would further reduce already limited parking and encourage unwanted intrusion to a quiet residential square. The recently widened Earls Court Road pavement would be a more suitable location.

Objection 28

You have already deprived Barkston Gardens' residents who have paid for car permits of several metres of parking for bikes at the opposite corner of Barkston Gardens. Parking is already difficult enough on Barkston Gardens. You should put these sorts of bike "bays" on streets where there is no issue with supply and demand - for example The Boltons, where there is invariably plenty of parking space available

Objection 29

The location is totally wrong, on a residential street and on the most residential and narrow side of the road. There is no need for it on this place

Objection 30

I do not support this proposal for the following reasons:

- it is reducing the residents parking spaces that we have paid for
- it is inviting random people to enter a resident square every day and at all times including weekends (we already have a lot of problems considering we are off a main Street of people urinating and leaving thrash in our garden square). This is a security issue for our families and kids!
- the location is at an already narrow entrance/exit of the square so this will create traffic disruption and potentially risk for bikers suddenly turning from Earl's Court road into the square to drop the bike from a large and very busy street
- it will create chaos of abandoned bikes without docks and fences (the bikes will be left outside the lines on the pavement and on the street) or ultimately may be unused as in a square where people are not normally passing by unless directed, defeating the whole purpose of it and taking off parking space

Objection 31

Parking spaces are reduced enough to reduce them even more.

Objection 32

We support initiatives to promote active travel and to address the issues caused by improper parking of rental e-bikes. However, we have concerns about the proposal's statement that the proposed locations are the appropriate ones for e-bike hire operators and their customers. The loss of 164 parking bays across RBKC is undesirable in a borough with a chronic shortage of parking. There are times when active travel is not possible, and it is a fact that many RBKC residents value vehicle parking bays, for themselves, for visitors and for tradesmen and deliveries.

Our concerns include:

- The marked rental e-bike parking bays do not include docking stations, so these rely on careful parking of the e-bikes. This seems unlikely given existing problems. E-bikes cluttered on the footway, or the public roadway, are equally dangerous.

- The e-bikes are silent and used by people who are not trained, licenced, insured or wearing helmets. E-bikes are in fact motorcycles that are not regulated.
- Loss of 164 parking bays is unacceptable. These bays are intensively used by residents and visitors to the borough.

By way of example, illustrative feedback regarding specific proposed bays in Earl's Court, which in our view need to be reassessed, carefully and individually:

Barkston Gardens:

- This location is already a pinch point. It is very dangerous with a tight turn from the red route and the bus stop/TfL bus build out.

Earl's Court Gardens:

- Placement of an e-bike bay in Earl's Court Gardens would encourage e-bike users to ride the wrong way down a 1-way street causing a danger to pedestrians. These e-bike bays must be sited to avoid causing a major increase in "wrong way" drivers.
- There is already an issue with contraflow wrong-way cyclists in Earl's Court Gardens, but an e-bike bay in plain sight of the underground station exit will increase this problem.
- Resident parking bays and pay and display bays are frequently full. Loss of 16 feet of resident parking is unacceptable.
- Have the traffic implications of introducing this e-bike bay been considered in relation to Match Days? The Courtfield Pub is a designated away fan pub on Match Days and Earl's Court Gardens can become completely congested with football fans. Have the police been notified of this proposal?

Earl's Court Square:

- This is an unsuitable location for an e-bike bay and we support the reasons for objection already submitted by the ECSRA including concerns about increased high speed cycling and cumulative loss of resident parking bays.

Hogarth Road:

- Is it really the intention to lose the full 18-foot (3 bay) resident bay opposite no. 54? Due to the one-way system, it is complicated and cumbersome for residents to find alternative resident parking bays which are already in scarce supply.

Kempsford Gardens:

- It is unclear to us how this proposal will be combined with the proposals presently under consultation for a parallel crossing and how many residents' parking bays will be lost in total. Any changes to the parking and road layout must be done in a holistic way.

Trebovir Road:

- This densely populated road already suffers from a lack of available vehicle parking. It has a motorbike parking area which attracts large numbers of waiting Deliveroo riders. There is a car club bay and a Santander bike stand. It is within the Earl's Court 1-way system which makes access to alternative vehicle parking in surrounding streets difficult.
- The loss of 2 residents' parking bays should be resisted, particularly as there is a separate consultation underway regarding a bicycle hanger which could result in the loss of 2 further resident parking bays.

Have the Metropolitan Police been consulted on the Earl's Court Gardens location, and to all others in close proximity to Match Day designated pubs?

What fees will be charged to e-bike providers for commercial use of this scarce space in RBKC? How will the revenue generated be redeployed to improve and enhance our local area?

Before any Council resources are expended, a design must be devised that prevents the e-bikes from falling over and creating an ever bigger obstacle course for pedestrians, cyclists and vehicles. E-bike bays compete for scarce space with cycle hangers, motorbike parking bays, Deliveroo waiting areas and resident bays. Difficult decisions need to be made to balance the conflicting needs with the limited space available in a densely populated Central London borough. The balance, including the loss of 164 resident parking bays, is not in proportion to resident demands for e-bikes.

Please reconsider these plans and consult with the relevant RAs, ward councillors and the Earl's Court Society regarding the placement of any rental e-bike bays in SW5. Granular local level knowledge of the area will help avoid inappropriate siting, wasted Council funds and negative unintended consequences. Perhaps if the bus build outs must remain on Earl's Court Road, the e-bike stands should be placed there since those build outs are frequently empty.

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

Fully supportive of the proposition to roll-out parking bays for rental e-bikes. The should be combined with changes made by e-bike companies to prevent e-bikes from being dumped outside of the defined parking bays, making Barkston of white zone for instance preventing anyone from dropping an e-bike anywhere outside of the parking bay.

Support in Full Five

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

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

Support in Full Six

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

Appendix 2: Responses received for proposed e-bike bay in Earl's Court Gardens

Objection One

Earl's Court Gardens suffers considerable ASB at the Earl's Court Road end - by the rear entrance to Earl's Court Health & Wellness Centre. These bikes are regularly used for drugs couriating/dealing and the rear doorway of the health centre is a drug dealing/ASB mecca. Furthermore, these e-bikes are being ridden the wrong way up one way streets (Earl's Court Gardens is one way) and they are regularly being ridden on the pavements of Earl's Court - harassing and endangering pedestrians. Quite simply there is no need for these bikes in Earl's Court given its extensive public transport links. Ultimately, residents will not use these bikes much - they are of no use to us. Foreign tourists and street dwellers will - without the slightest regard for traffic regulations nor pavement regulations. There will be no control nor enforcement - no action until they kill or severely maim somebody on our pavements. Siting these bikes in Earl's Court is utterly irresponsible WITHOUT A MATCHING INVESTMENT IN STRICT LAW ENFORCEMENT.

Objection Two

We support initiatives to promote active travel and to address the issues caused by improper parking of rental e-bikes. However, we have concerns about the proposal's statement that the proposed locations are the appropriate ones for e-bike hire operators and their customers. The loss of 164 parking bays across RBKC is undesirable in a borough with a chronic shortage of parking. There are times when active travel is not possible, and it is a fact that many RBKC residents value vehicle parking bays, for themselves, for visitors and for tradesmen and deliveries.

Our concerns include:

- The marked rental e-bike parking bays do not include docking stations, so these rely on careful parking of the e-bikes. This seems unlikely given existing problems. E-bikes cluttered on the footway, or the public roadway, are equally dangerous.
- The e-bikes are silent and used by people who are not trained, licenced, insured or wearing helmets. E-bikes are in fact motorcycles that are not regulated.
- Loss of 164 parking bays is unacceptable. These bays are intensively used by residents and visitors to the borough.

By way of example, illustrative feedback regarding specific proposed bays in Earl's Court, which in our view need to be reassessed, carefully and individually:

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- This location is already a pinch point. It is very dangerous with a tight turn from the red route and the bus stop/TfL bus build out.

Earl's Court Gardens:

- Placement of an e-bike bay in Earl's Court Gardens would encourage e-bike users to ride the wrong way down a 1-way street causing a danger to pedestrians. These e-bike bays must be sited to avoid causing a major increase in "wrong way" drivers.
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- Resident parking bays and pay and display bays are frequently full. Loss of 16 feet of resident parking is unacceptable.
- Have the traffic implications of introducing this e-bike bay been considered in relation to Match Days? The Courtfield Pub is a designated away fan pub on Match Days and Earl's Court Gardens can become completely congested with football fans. Have the police been notified of this proposal?

Earl's Court Square:

- This is an unsuitable location for an e-bike bay and we support the reasons for objection already submitted by the ECSRA including concerns about increased high speed cycling and cumulative loss of resident parking bays.

Hogarth Road:

- Is it really the intention to lose the full 18-foot (3 bay) resident bay opposite no. 54? Due to the one-way system, it is complicated and cumbersome for residents to find alternative resident parking bays which are already in scarce supply.

Kempsford Gardens:

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Trebovir Road:

- This densely populated road already suffers from a lack of available vehicle parking. It has a motorbike parking area which attracts large numbers of waiting Deliveroo riders. There is a car club bay and a Santander bike stand. It is within the Earl's Court 1-way system which makes access to alternative vehicle parking in surrounding streets difficult.

- The loss of 2 residents' parking bays should be resisted, particularly as there is a separate consultation underway regarding a bicycle hanger which could result in the loss of 2 further resident parking bays.

Have the Metropolitan Police been consulted on the Earl's Court Gardens location, and to all others in close proximity to Match Day designated pubs?

What fees will be charged to e-bike providers for commercial use of this scarce space in RBKC? How will the revenue generated be redeployed to improve and enhance our local area?

Before any Council resources are expended, a design must be devised that prevents the e-bikes from falling over and creating an ever bigger obstacle course for pedestrians, cyclists and vehicles. E-bike bays compete for scarce space with cycle hangers, motorbike parking bays, Deliveroo waiting areas and resident bays. Difficult decisions need to be made to balance the conflicting needs with the limited space available in a densely populated Central London borough. The balance, including the loss of 164 resident parking bays, is not in proportion to resident demands for e-bikes.

Please reconsider these plans and consult with the relevant RAs, ward councillors and the Earl's Court Society regarding the placement of any rental e-bike bays in SW5. Granular local level knowledge of the area will help avoid inappropriate siting, wasted Council funds and negative unintended consequences. Perhaps if the bus build outs must remain on Earl's Court Road, the e-bike stands should be placed there since those build outs are frequently empty.

Support in Part One

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

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

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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)
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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

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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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 generally support the installation of an on street ebike parking space anywhere in the borough.

There is clearly a strong for-rent ebike demand and parking is becoming an issue in the borough; they tend to be parked randomly on the pavement, on the road or around racks for cyclists who actually need the racks to attach their bikes.

So on street ebike parking space is great.

It's even better at junctions so it avoids cars or vans to be parked there making visibility of the road for incoming cars or cyclists sometimes difficult.

I am a keen cyclist in the borough and cycle as well with my 6, 6, 8 and 10 year-old kids to school and their activities. I have discovered e-bikes quite recently and I must say it could be a life-changer for cities like London and boroughs like RBKC; it allows to travel 1-4 miles without much effort at a speed generally higher than cars' and for a cost lower than tube's.

Sometimes I even imagine how Londoners would love their city back if most of the streets were cars-free... ;-) (I have a car as well but I would love to be able to cycle safely within London)

Support in Full Five

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

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

Support in Full Six

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

Appendix 3: Responses received for proposed e-bike bay in Earl's Court Square

Objection One

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

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

On page 2 of 6 item xliii South-east side of the northern arm of Earl's Court Square, opposite Nos. 21 and 23 Earl's Court Square.

This location is totally unsuitable as it impacts on the integrity of the Garden Square in this Conservation Area. Bikes would be left on the pavement if the rack was filled, the pavement was recently made wheelchair friendly at both ends to allow wheelchair access to the garden which would be lost. The e-bikes are normally just left outside the riders / users place of residence which is what happens now. We cannot see that riders / users will change this aspect of what these e-bikes main appeal is, i.e. pick up and drop them off where they want to do so. There is also a main two-way Cycle Way in front of the area suggested. We already have problems with cyclists cycling at speed along this section of the Square (which is dangerous for pedestrians) without attracting even more cyclists to the Square. The RA has recently completed a residents' survey and will shortly be discussing whether to have 1-2 additional cycle hangars installed in the Square - which might well result in the loss of a residents' parking bay. We do not need to lose yet another parking space. There are lots of empty commercial units along the Earl's Court Road which could be converted to house these e-bikes. This area could have monitored CCTV and be well lit for ASB reasons. This would not have an impact on a residential area RBKC should look at alternatives rather than foist an e-bike parking space in Earl's Court Square on its residents."

Objection Two

it will affect the architectural integrity of the Square and the loss of residents' parking.

Objection Three

Ebike parking removes residents parking spaces.

Objection Four

Such an installation in this location would result in the loss of resident parking (presumably at least one whole car length). Any loss of resident parking in Earl's Court Square and the surrounding area must be opposed and must be rejected.

It is very often difficult to find an available resident parking space in Earl's Court Square (which is where we park). often it is necessary to park as far away as the North East Arm and sometimes the North West Arm (we normally park in the South East Arm as that is next to where we live). Sometimes it is even necessary to park on the far side of Bramham Gardens.

We regularly have large and heavy items in connection with our work to get in and out of the car. Having to park some distance away is a real problem.

We have been quoted various "stats" by the Council about the availability of resident parking in our area and the ratio of cars to parking spaces. These "stats are regularly and emphatically contradicted by the day to day experience of trying to find parking in Earl's Court Square.

PLEASE NOTE: my comments above are based on normal day-to-day experience at times when there are not (or not very many) bays blocked off for deliveries or maintenance). This is at normal times, not restricted times.

Objection Five

I do not support removing a residents' parking bay

Objection Six

Not in keeping

Objection Seven

It would spoil the historic character of the square. More e-bikes and the availability of storage of e-bikes would increase speed of bike traffic in the square and increase the danger to pedestrians in the square.

Objection Eight

There are already a variety of parking options in the square for a variety of transportation modes within Earls Court Square, including a bicycle hangar. The proposed location of an ebike parking space will negatively affect the look and ambience of this historic square.

Objection Nine

I am supporting my ECSRA in objecting to this proposal on the grounds that it will affect the architectural integrity of the Square and we are already considering the installation of between 1-2 additional bicycle hangars within Earl's Court Square.

Objection 10

South-east side of the northern arm of Earl's Court Square, opposite Nos. 21 and 23 Earl's Court Square.

This location is totally unsuitable as it impacts on the integrity of the Garden Square in this Conservation Area. Bikes would be left on the pavement if the rack was filled. There is also a main two-way Cycle Way in front of the area suggested. We already have problems with cyclists cycling at speed along this section of the Square (which is dangerous for pedestrians) without attracting even more cyclists to the Square. The RA has recently completed a residents' survey and will shortly be discussing whether to have 1-2 additional cycle hangars installed in the Square - which might well result in the loss of a residents' parking bay. We do not need to lose yet another parking space. There are lots of empty commercial units along the Earl's Court Road which could be converted to house these e-bikes. This area could have monitored CCTV and be well lit for ASB reasons. This would not have an impact on a residential area. RBKC should look at alternatives rather than foist an e-bike parking space in Earl's Court Square on its residents.

Objection 11

It will affect the architectural integrity of the Square and I understand we are already considering the installation of between 1-2 additional bicycle hangars within Earl's Court Square, which would have my support

Objection 12

They are dangerous and a nuisance, and most young people who ride them do not abide with the highway code. Cyclists have been given cycle lanes which they ignore and ride on the pavements, and because they are silent and driven at speed are very dangerous. London should copy Paris and ban them completely. I most definitely do NOT want any parking spaces for electric bikes in our square. We are hoping to get another bike hanger for cycle users and that should suffice.

Objection 13

no parking on pavements at the expense of pedestrians and encouraging bikers to ride on sidewalks

Objection 15

Not enough parking spaces as it is, also road entrance is not a throughway to earls court road.

Objection 16

Having these devices in the neighborhood is already a safety hazard. Rental location will create more encouragement for this undesirable accessory. It is unclear that there is any actual demand from earls court Square residents.

Objection 17

Residents will lose space for parking their own cars

Objection 18

will affect the architectural integrity of the Square

Objection 19

This would remove a residents' parking bay. The residents bays in Earl's Court Square are already over full too often. We often have to park much further away from home due them being full up. We cannot lose another.

Also this would make the square less attractive.

Objection 20

The proposed position is in the main part of the square. Putting a space in the arms of the square I could (sort of) understand, ie near the north/south routes but not opposite the actual garden. Adjacent to the bicycle hangars would seem more logical and any servicing of the bicycles would have to be thought through regarding traffic flow (which is I assume why the current location has been suggested. The aesthetic is not positive either for a garden square.

Objection 21

Too much street/pavement restrictions in Earl's Court square already

Objection 22

We should ban rental ebikes and scooters, they are a nuisance given users don't care about them and just drop them anywhere, very messy. They are also a critical danger to pedestrians and road users, as rental ebikes/scooters drivers almost never respect road rules, don't care about other users, and endanger others by riding on pathways, wrong directions, etc

Objection 23

Our square is beleaguered enough and it's often difficult to park we are getting bicycle hangers it's too much to have e bike storage as well

Objection 24

We support initiatives to promote active travel and to address the issues caused by improper parking of rental e-bikes. However, we have concerns about the proposal's statement that the proposed locations are the appropriate ones for e-bike hire operators and their customers. The loss of 164 parking bays across RBKC is undesirable in a borough with a chronic shortage of parking. There are times when active travel is not possible, and it is a fact that many RBKC residents value vehicle parking bays, for themselves, for visitors and for tradesmen and deliveries.

Our concerns include:

- The marked rental e-bike parking bays do not include docking stations, so these rely on careful parking of the e-bikes. This seems unlikely given existing problems. E-bikes cluttered on the footway, or the public roadway, are equally dangerous.
- The e-bikes are silent and used by people who are not trained, licenced, insured or wearing helmets. E-bikes are in fact motorcycles that are not regulated.
- Loss of 164 parking bays is unacceptable. These bays are intensively used by residents and visitors to the borough.

By way of example, illustrative feedback regarding specific proposed bays in Earl's Court, which in our view need to be reassessed, carefully and individually:

Barkston Gardens:

- This location is already a pinch point. It is very dangerous with a tight turn from the red route and the bus stop/TfL bus build out.

Earl's Court Gardens:

- Placement of an e-bike bay in Earl's Court Gardens would encourage e-bike users to ride the wrong way down a 1-way street causing a danger to pedestrians. These e-bike bays must be sited to avoid causing a major increase in "wrong way" drivers.
- There is already an issue with contraflow wrong-way cyclists in Earl's Court Gardens, but an e-bike bay in plain sight of the underground station exit will increase this problem.
- Resident parking bays and pay and display bays are frequently full. Loss of 16 feet of resident parking is unacceptable.
- Have the traffic implications of introducing this e-bike bay been considered in relation to Match Days? The Courtfield Pub is a designated away fan pub on Match Days and Earl's Court Gardens can become completely congested with football fans. Have the police been notified of this proposal?

Earl's Court Square:

- This is an unsuitable location for an e-bike bay and we support the reasons for objection already submitted by the ECSRA including concerns about increased high speed cycling and cumulative loss of resident parking bays.

Hogarth Road:

- Is it really the intention to lose the full 18-foot (3 bay) resident bay opposite no. 54? Due to the one-way system, it is complicated and cumbersome for residents to find alternative resident parking bays which are already in scarce supply.

Kempsford Gardens:

- It is unclear to us how this proposal will be combined with the proposals presently under consultation for a parallel crossing and how many residents' parking bays will be lost in total. Any changes to the parking and road layout must be done in a holistic way.

Trebovir Road:

- This densely populated road already suffers from a lack of available vehicle parking. It has a motorbike parking area which attracts large numbers of waiting Deliveroo riders. There is a car club bay and a Santander bike stand. It is within the Earl's Court 1-way system which makes access to alternative vehicle parking in surrounding streets difficult.

- The loss of 2 residents' parking bays should be resisted, particularly as there is a separate consultation underway regarding a bicycle hanger which could result in the loss of 2 further resident parking bays.

Have the Metropolitan Police been consulted on the Earl's Court Gardens location, and to all others in close proximity to Match Day designated pubs?

What fees will be charged to e-bike providers for commercial use of this scarce space in RBKC? How will the revenue generated be redeployed to improve and enhance our local area?

Before any Council resources are expended, a design must be devised that prevents the e-bikes from falling over and creating an ever bigger obstacle course for pedestrians, cyclists and vehicles. E-bike bays compete for scarce space with cycle hangers, motorbike parking bays, Deliveroo waiting areas and resident bays. Difficult decisions need to be made to balance the conflicting needs with the limited space available in a densely populated Central London borough. The balance, including the loss of 164 resident parking bays, is not in proportion to resident demands for e-bikes.

Please reconsider these plans and consult with the relevant RAs, ward councillors and the Earl's Court Society regarding the placement of any rental e-bike bays in SW5. Granular local level knowledge of the area will help avoid inappropriate siting, wasted Council funds and negative unintended consequences. Perhaps if the bus build outs must remain on Earl's Court Road, the e-bike stands should be placed there since those build outs are frequently empty.

Support in Part One

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

Support in Part Two

I am commenting on the proposed location outside my flat in Earl's Court Square, but my points apply to all the proposed locations. I strongly support provision of parking for ebikes in RBKC; we should do all we can to prioritise the increased use of cycles. My main concern is that - because these are dockless spaces - it will be impossible to enforce rules on the utilisation of the spaces. How will you prevent residents from parking their own bicycles in

them and how will you prevent customers of e-scooters from parking them in these spaces? If non-authorized bikes & scooters are parked, will they be removed? If so, by whom and how often? I can imagine the spaces becoming over-run with such non-authorized items. Also, what happens when there is no more room in the space? How will you deal with people leaving their bikes near the space, but in the road or on the pavement because there is no more room in the designated space? The Santander scheme works well because there are individual docks, and there must be a dock available for you to return your cycle. I understand that this does not fit with the business plan for the ebikes, but then you must have a carefully worked out plan for how you will deal with the issues raised above. If you decide to go ahead, I would strongly urge you to do it on a trial basis, so that the idea can be abandoned if it leads to a worse situation than we have at the moment.

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

[No comment supplied]

Support in Full Five

Thank you for the great and needed initiative to support eco-friendly modes of transportation in our neighbourhood! Much appreciated!

Support in Full Six

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

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

Support in Full Seven

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

Appendix 4: Responses received for proposed e-bike bay in Hogarth Road

Objection One

I would prefer if more support was being shown for secure, covered private bike storage. Many people using E-bikes do not observe Highway Code & use bikes on pavements and I have observed on many occasions being ridden the wrong way along a one way street. There appears very little monitoring and deterrent to stop this. More responsible private bike ownership should be encouraged within the borough and as such, I would prefer to see more secure & covered bike storage rental units available. I think rental units for private bike storage should be addressed and encouraged, not just the promotion of E-bikes, whose users regularly show disregard to pedestrians. We need more support for responsible bike owners who live in the area, often in flats where secure bike storage is a major issue.

Objection Two

We support initiatives to promote active travel and to address the issues caused by improper parking of rental e-bikes. However, we have concerns about the proposal's statement that the proposed locations are the appropriate ones for e-bike hire operators and their customers. The loss of 164 parking bays across RBKC is undesirable in a borough with a chronic shortage of parking. There are times when active travel is not possible, and it is a fact that many RBKC residents value vehicle parking bays, for themselves, for visitors and for tradesmen and deliveries.

Our concerns include:

- The marked rental e-bike parking bays do not include docking stations, so these rely on careful parking of the e-bikes. This seems unlikely given existing problems. E-bikes cluttered on the footway, or the public roadway, are equally dangerous.
- The e-bikes are silent and used by people who are not trained, licenced, insured or wearing helmets. E-bikes are in fact motorcycles that are not regulated.
- Loss of 164 parking bays is unacceptable. These bays are intensively used by residents and visitors to the borough.

By way of example, illustrative feedback regarding specific proposed bays in Earl's Court, which in our view need to be reassessed, carefully and individually:

Barkston Gardens:

- This location is already a pinch point. It is very dangerous with a tight turn from the red route and the bus stop/TfL bus build out.

Earl's Court Gardens:

- Placement of an e-bike bay in Earl's Court Gardens would encourage e-bike users to ride the wrong way down a 1-way street causing a danger to pedestrians. These e-bike bays must be sited to avoid causing a major increase in "wrong way" drivers.
- There is already an issue with contraflow wrong-way cyclists in Earl's Court Gardens, but an e-bike bay in plain sight of the underground station exit will increase this problem.
- Resident parking bays and pay and display bays are frequently full. Loss of 16 feet of resident parking is unacceptable.
- Have the traffic implications of introducing this e-bike bay been considered in relation to Match Days? The Courtfield Pub is a designated away fan pub on Match Days and Earl's Court Gardens can become completely congested with football fans. Have the police been notified of this proposal?

Earl's Court Square:

- This is an unsuitable location for an e-bike bay and we support the reasons for objection already submitted by the ECSRA including concerns about increased high speed cycling and cumulative loss of resident parking bays.

Hogarth Road:

- Is it really the intention to lose the full 18-foot (3 bay) resident bay opposite no. 54? Due to the one-way system, it is complicated and cumbersome for residents to find alternative resident parking bays which are already in scarce supply.

Kempsford Gardens:

- It is unclear to us how this proposal will be combined with the proposals presently under consultation for a parallel crossing and how many residents' parking bays will be lost in total. Any changes to the parking and road layout must be done in a holistic way.

Trebovir Road:

- This densely populated road already suffers from a lack of available vehicle parking. It has a motorbike parking area which attracts large numbers of waiting Deliveroo riders. There is a car club bay and a Santander bike stand. It is within the Earl's Court 1-way system which makes access to alternative vehicle parking in surrounding streets difficult.

- The loss of 2 residents' parking bays should be resisted, particularly as there is a separate consultation underway regarding a bicycle hanger which could result in the loss of 2 further resident parking bays.

Have the Metropolitan Police been consulted on the Earl's Court Gardens location, and to all others in close proximity to Match Day designated pubs?

What fees will be charged to e-bike providers for commercial use of this scarce space in RBKC? How will the revenue generated be redeployed to improve and enhance our local area?

Before any Council resources are expended, a design must be devised that prevents the e-bikes from falling over and creating an ever bigger obstacle course for pedestrians, cyclists and vehicles. E-bike bays compete for scarce space with cycle hangers, motorbike parking bays, Deliveroo waiting areas and resident bays. Difficult decisions need to be made to balance the conflicting needs with the limited space available in a densely populated Central London borough. The balance, including the loss of 164 resident parking bays, is not in proportion to resident demands for e-bikes.

Please reconsider these plans and consult with the relevant RAs, ward councillors and the Earl's Court Society regarding the placement of any rental e-bike bays in SW5. Granular local level knowledge of the area will help avoid inappropriate siting, wasted Council funds and negative unintended consequences. Perhaps if the bus build outs must remain on Earl's Court Road, the e-bike stands should be placed there since those build outs are frequently empty.

Support in Part One

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

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

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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

- cycling needs to be supported by local government
- it's the only mode of transportation which is a net benefit to a government
- payments are for pedestrians and should not be blocked by bikes

Support in Full Five

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

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

Support in Full Six

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

Appendix 5: Responses received for proposed e-bike bay in Kempford Gardens

Objection One

I would like to lodge an objection to the plans advertised on your site notice dated 5 April 2023 (which was actually posted yesterday).

Residents are very annoyed at the constant chipping away of parking spaces on Kempford Gardens and that it constantly seems to be our street that is repeatedly targeted with these measures. There are other roads locally without the parking pressures and repeated attacks from the Council that Kempford Gardens is facing.

In the last year we have had two spaces removed, most recently for a cycle hangar and at the same time more parking will be eroded if the appalling parallel crossing plans proposed by the council come to fruition.

Parking on Kempford Gardens and neighbouring Eardley Crescent is under extreme pressure, on very regular occasions we have to drive around relatively long distances to find spaces. It is extremely difficult to find spaces on Kempford Gardens in the evenings, especially on Sundays.

This makes it very hard for those loading things in to and out of their houses as parking is so difficult on this street as well as for residents with limited mobility to access their properties.

I am also very concerned about the often antisocial bike riding that is taking place and is being worsened by Kempford Gardens' new role as the borough's cycling hub. In recent weeks I have repeatedly seen bikes riding on the wrong side of the protected cycle lane at the top of Kempford Gardens at its junction with Warwick Road (often coming in to conflict with left turning traffic in to Kempford Gardens), excessive speed from bikes, refusal to let vulnerable pedestrians cross the road and in several cases unpleasant and intimidating behaviour towards postal vans who have had to double park due to the lack of available parking. This has included spitting, kicking the van and shouting at the postal workers.

I do not appreciate my Street being used as a rat run by cyclists who do not live locally or even in the borough and the antisocial behaviour we face from it. Please stop this persistent assault on the residential amenities of those of us on Kempford Gardens and consider how some of these measures can be distributed more equally to other streets in the neighbourhood.

May I instead propose some alternative suggestions -

- North Western arm of Earls Court Square between the square itself and Warwick Road. This tends to have more parking available and there are parking bays next to flank walls which will be less antisocial.
- Service road outside Brompton Cemetery
- Car Park at rear of Hunter House (RBKC property) – usage of the car park is very low often with no more than two cars parked in there at any given time. Currently this is not accessible with a regular RBKC residents permit.
- Area outside St Cuthberts School on EC Square where there is more space

I am not anti cycling however believe it is unfair for Kempford Gardens to take all the slack and focus of a council intimidated by ongoing campaigning from aggressive cycle lobbies

Objection Two

We support initiatives to promote active travel and to address the issues caused by improper parking of rental e-bikes. However, we have concerns about the proposal's statement that the proposed locations are the appropriate ones for e-bike hire operators and their customers. The loss of 164 parking bays across RBKC is undesirable in a borough with a chronic shortage of parking. There are times when active travel is not possible, and it is a fact that many RBKC residents value vehicle parking bays, for themselves, for visitors and for tradesmen and deliveries.

Our concerns include:

- The marked rental e-bike parking bays do not include docking stations, so these rely on careful parking of the e-bikes. This seems unlikely given existing problems. E-bikes cluttered on the footway, or the public roadway, are equally dangerous.
- The e-bikes are silent and used by people who are not trained, licenced, insured or wearing helmets. E-bikes are in fact motorcycles that are not regulated.
- Loss of 164 parking bays is unacceptable. These bays are intensively used by residents and visitors to the borough.

By way of example, illustrative feedback regarding specific proposed bays in Earl's Court, which in our view need to be reassessed, carefully and individually:

Barkston Gardens:

- This location is already a pinch point. It is very dangerous with a tight turn from the red route and the bus stop/TfL bus build out.

Earl's Court Gardens:

- Placement of an e-bike bay in Earl's Court Gardens would encourage e-bike users to ride the wrong way down a 1-way street causing a danger to pedestrians. These e-bike bays must be sited to avoid causing a major increase in "wrong way" drivers.
- There is already an issue with contraflow wrong-way cyclists in Earl's Court Gardens, but an e-bike bay in plain sight of the underground station exit will increase this problem.
- Resident parking bays and pay and display bays are frequently full. Loss of 16 feet of resident parking is unacceptable.
- Have the traffic implications of introducing this e-bike bay been considered in relation to Match Days? The Courtfield Pub is a designated away fan pub on Match Days and Earl's Court Gardens can become completely congested with football fans. Have the police been notified of this proposal?

Earl's Court Square:

- This is an unsuitable location for an e-bike bay and we support the reasons for objection already submitted by the ECSRA including concerns about increased high speed cycling and cumulative loss of resident parking bays.

Hogarth Road:

- Is it really the intention to lose the full 18-foot (3 bay) resident bay opposite no. 54? Due to the one-way system, it is complicated and cumbersome for residents to find alternative resident parking bays which are already in scarce supply.

Kempsford Gardens:

- It is unclear to us how this proposal will be combined with the proposals presently under consultation for a parallel crossing and how many residents' parking bays will be lost in total. Any changes to the parking and road layout must be done in a holistic way.

Trebovir Road:

- This densely populated road already suffers from a lack of available vehicle parking. It has a motorbike parking area which attracts large numbers of waiting Deliveroo riders. There is a car club bay and a Santander bike stand. It is within the Earl's Court 1-way system which makes access to alternative vehicle parking in surrounding streets difficult.

- The loss of 2 residents' parking bays should be resisted, particularly as there is a separate consultation underway regarding a bicycle hanger which could result in the loss of 2 further resident parking bays.

Have the Metropolitan Police been consulted on the Earl's Court Gardens location, and to all others in close proximity to Match Day designated pubs?

What fees will be charged to e-bike providers for commercial use of this scarce space in RBKC? How will the revenue generated be redeployed to improve and enhance our local area?

Before any Council resources are expended, a design must be devised that prevents the e-bikes from falling over and creating an ever bigger obstacle course for pedestrians, cyclists and vehicles. E-bike bays compete for scarce space with cycle hangers, motorbike parking bays, Deliveroo waiting areas and resident bays. Difficult decisions need to be made to balance the conflicting needs with the limited space available in a densely populated Central London borough. The balance, including the loss of 164 resident parking bays, is not in proportion to resident demands for e-bikes.

Please reconsider these plans and consult with the relevant RAs, ward councillors and the Earl's Court Society regarding the placement of any rental e-bike bays in SW5. Granular local level knowledge of the area will help avoid inappropriate siting, wasted Council funds and negative unintended consequences. Perhaps if the bus build outs must remain on Earl's Court Road, the e-bike stands should be placed there since those build outs are frequently empty.

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

Looks like the pavement will be used from the drawings. Suggest using parking spaces instead and leaving the pavements alone

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

[No comment supplied]

Support in Full Five

supportive of ebike parking in principle. While this spot isn't where most bikes are left there doesn't seem to be a pattern. Having tidier streets is wise in general.

Support in Full Six

There is no regulations and lime, human forest, tier etc are just dumped, across pavements with no regard for people who are blind or disabled, buggies etc. VERY dangerous

Support in Full Seven

yes as long as it does not remove to many parking bays as kempsford is already under threat of losing some due to a pedestrian crossing on Old Brompton, a much needed crossing but no real reason why it has to lose so many spaces that people pay for permits to use

Support in Full Eight

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

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

Support in Full Nine

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

Appendix 6: Responses received for proposed e-bike bay in Nevern Square

Objection One

Everyone welcomes initiatives that will promote active travel but the elements that support active travel such as e-bike parking bays and cycle hangars must be strategically planned to ensure that the siting is appropriate and responses to need and is balanced against existing demands for the streets.

Earl's Court is densely populated, and the proposed location for the parking space in Nevern Square does sit comfortably with the conflicting demands of one-way systems in place in the Square nor the other pressures on parking spaces, such as car hire businesses, Zip car parking bays, disability bays, hotels with coaches and multiple deliveries, schools, commercial deliveries using residential streets as well as paladin placements.

The installation of an e-bike parking space at this specific location will place an additional pressure on the parking space availability in Nevern Square. There are already 2 motorbike-specific parking bays at the southern end of the Square and the inclusion of an e-bike parking bay will add to the pressures. I would suggest that a wider strategic assessment of the parking availability in the Earl's Court ward be conducted before any firm decisions are made.

Objection Two

We should not use resident parking spaces for e-bike parking space. Not enough spaces in the area for residents

Objection Three

Parking a car is almost impossible on this square. There are 10 new flats being built at the end of my street which will result in 10 new cars added to this square by the end of the year. you have already removed 1 parking space with a bicycle shelter and have 3 areas for motorbikes to park (yet they still park between cars and cause huge parking and hazard issues for cars) and now you want to take away ANOTHER space for cars for lazy people to 'dock' e-bikes. How will you even enforce this? e-bikes should not exist in the first place. Santander bike station is already on 3 streets in the area taking up 3 car parking spaces each. you have narrowed the road to add in an unsafe cycle lane and yet these people on scooters try to knock me over on the pavement on Warwick Road daily during my short walk to the station. cyclists in this city are unsafe and abide by no rules and you are providing even more room for them to annoy us. why spend so much money on this and reduce even more space for cars that we value so much. It's a complete waste of time and money. just don't allow scooters. simple!

Objection Four

This is the completely wrong place for such a thing. These are needed closer to the underground station. Also already the Parking spaces are getting fewer while more flats are being made, which will create a bigger problem in this area, especially as this is a one way road.

Objection Five

I write in relation to the planned bike bay position on Nevern Square.

My concerns are as following:

- Busiest corner of Nevern Square

- Blind spot on SW corner for motorists
- Main traffic source off busy Warwick Road
- Multiple avenues of traffic
- High vehicle traffic increases risk of pedestrian injury when accessing bikes, as they will be sharing the road with vehicles when trying to access the bikes, which often takes a few minutes

Please find attached diagram depicting this.

To improve pedestrian / e-bike user safety, the bay should be located in a quieter area. Ideally this would be off the road. If it needs to take up a parking space, it should be on a quieter area of the square, likely between the north-east and south-east corners where there is very little traffic, where it is all one-way, and that isn't fed into directly from busy Warwick Road.

[Additional comments]

I am a Nevern Square resident and have seen the proposed site for the e-bike bay on Nevern Square.

My concerns are as following:

- Busiest corner of Nevern Square
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I am concerned that the current proposed location would put cycle users at risk of being hit by vehicles in this busy area, particularly at night time. There are many more suitable locations in the area.

Objection Six

I am a Nevern Square resident and have seen the proposed site for the e-bike bay on Nevern Square.

I am concerned that the current proposed location would put cycle users at risk of being hit by vehicles in this busy area, particularly at night time. There are many more suitable locations in the area.

I am also concerned about the risks of:

- Multiple avenues of traffic
- Busy corner of Nevern Square
- Blind spot on SW corner for motorists
- Main traffic source off busy Warwick Road
- All of which may increase injury to residents and tourists with the neighbouring hotels on this street

In my opinion to improve pedestrian / e-bike user safety, the bay should be located in a quieter area. Ideally this would be off the road. I think a good location might be the corner of Warwick Road and 43 Nevern Square, there is a current skip there and it is low traffic. Another option would be the relatively quiet northern side of the square.

Objection Seven [Earl's Court Society Planning & Licensing Group]

We support initiatives to promote active travel and to address the issues caused by improper parking of rental e-bikes. However, we have concerns about the proposal's statement that the proposed locations are the appropriate ones for e-bike hire operators and their customers. The loss of 164 parking bays across RBKC is undesirable in a borough with a chronic shortage of parking. There are times when active travel is not possible, and it is a fact that many RBKC residents value vehicle parking bays, for themselves, for visitors and for tradesmen and deliveries.

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By way of example, illustrative feedback regarding specific proposed bays in Earl's Court, which in our view need to be reassessed, carefully and individually:

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- This location is already a pinch point. It is very dangerous with a tight turn from the red route and the bus stop/TfL bus build out.

Earl's Court Gardens:

- Placement of an e-bike bay in Earl's Court Gardens would encourage e-bike users to ride the wrong way down a 1-way street causing a danger to pedestrians. These e-bike bays must be sited to avoid causing a major increase in "wrong way" drivers.
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- The loss of 2 residents' parking bays should be resisted, particularly as there is a separate consultation underway regarding a bicycle hanger which could result in the loss of 2 further resident parking bays.

Have the Metropolitan Police been consulted on the Earl's Court Gardens location, and to all others in close proximity to Match Day designated pubs?

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Support in Part One

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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

Yes, all random parked rental bicycles are a nuisance and often parked disregarding pedestrians and sometimes even cars. How are you going to enforce that rental bikes are parked in designated areas????

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

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

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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.

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Carriageway cycle bays:

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

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

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Support in Full Three

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

Support in Full Four

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

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

Support in Full Five

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

Appendix 7: Responses received for proposed e-bike bay in Templeton Place

Objection One

Not enough resident parking spaces in the area

Objection Two [Earl's Court Society Planning & Licensing Group]

We support initiatives to promote active travel and to address the issues caused by improper parking of rental e-bikes. However, we have concerns about the proposal's statement that the proposed locations are the appropriate ones for e-bike hire operators and their customers. The loss of 164 parking bays across RBKC is undesirable in a borough with a chronic shortage of parking. There are times when active travel is not possible, and it is a fact that many RBKC residents value vehicle parking bays, for themselves, for visitors and for tradesmen and deliveries.

Our concerns include:

- The marked rental e-bike parking bays do not include docking stations, so these rely on careful parking of the e-bikes. This seems unlikely given existing problems. E-bikes cluttered on the footway, or the public roadway, are equally dangerous.
- The e-bikes are silent and used by people who are not trained, licenced, insured or wearing helmets. E-bikes are in fact motorcycles that are not regulated.
- Loss of 164 parking bays is unacceptable. These bays are intensively used by residents and visitors to the borough.

By way of example, illustrative feedback regarding specific proposed bays in Earl's Court, which in our view need to be reassessed, carefully and individually:

Barkston Gardens:

- This location is already a pinch point. It is very dangerous with a tight turn from the red route and the bus stop/TfL bus build out.

Earl's Court Gardens:

- Placement of an e-bike bay in Earl's Court Gardens would encourage e-bike users to ride the wrong way down a 1-way street causing a danger to pedestrians. These e-bike bays must be sited to avoid causing a major increase in "wrong way" drivers.
- There is already an issue with contraflow wrong-way cyclists in Earl's Court Gardens, but an e-bike bay in plain sight of the underground station exit will increase this problem.
- Resident parking bays and pay and display bays are frequently full. Loss of 16 feet of resident parking is unacceptable.
- Have the traffic implications of introducing this e-bike bay been considered in relation to Match Days? The Courtfield Pub is a designated away fan pub on Match Days and Earl's Court Gardens can become completely congested with football fans. Have the police been notified of this proposal?

Earl's Court Square:

- This is an unsuitable location for an e-bike bay and we support the reasons for objection already submitted by the ECSRA including concerns about increased high speed cycling and cumulative loss of resident parking bays.

Hogarth Road:

- Is it really the intention to lose the full 18-foot (3 bay) resident bay opposite no. 54? Due to the one-way system, it is complicated and cumbersome for residents to find alternative resident parking bays which are already in scarce supply.

Kempsford Gardens:

- It is unclear to us how this proposal will be combined with the proposals presently under consultation for a parallel crossing and how many residents' parking bays will be lost in total. Any changes to the parking and road layout must be done in a holistic way.

Trebovir Road:

- This densely populated road already suffers from a lack of available vehicle parking. It has a motorbike parking area which attracts large numbers of waiting Deliveroo riders. There is a car club bay and a Santander bike stand. It is within the Earl's Court 1-way system which makes access to alternative vehicle parking in surrounding streets difficult.

- The loss of 2 residents' parking bays should be resisted, particularly as there is a separate consultation underway regarding a bicycle hanger which could result in the loss of 2 further resident parking bays.

Have the Metropolitan Police been consulted on the Earl's Court Gardens location, and to all others in close proximity to Match Day designated pubs?

What fees will be charged to e-bike providers for commercial use of this scarce space in RBKC? How will the revenue generated be redeployed to improve and enhance our local area?

Before any Council resources are expended, a design must be devised that prevents the e-bikes from falling over and creating an ever bigger obstacle course for pedestrians, cyclists and vehicles. E-bike bays compete for scarce space with cycle hangers, motorbike parking bays, Deliveroo waiting areas and resident bays. Difficult decisions need to be made to balance the conflicting needs with the limited space available in a densely populated Central London borough. The balance, including the loss of 164 resident parking bays, is not in proportion to resident demands for e-bikes.

Please reconsider these plans and consult with the relevant RAs, ward councillors and the Earl's Court Society regarding the placement of any rental e-bike bays in SW5. Granular local level knowledge of the area will help avoid inappropriate siting, wasted Council funds and negative unintended consequences. Perhaps if the bus build outs must remain on Earl's Court Road, the e-bike stands should be placed there since those build outs are frequently empty.

Support in Part One

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

and fines from people who feel forced to park in empty or under-used e-bike bays. Rather than apply this scheme wholesale and risk a potentially expensive disaster, please trial it in a couple of areas first to see whether it actually works.

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

Support in Full Two

I am submitting this consultation response in a personal capacity.

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

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

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

Support in Full Three

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

Support in Full Four

I think that this is a good and sensible location on Templeton Place to locate the ebike parking space. Please ensure that if this location is changed that I am advised immediately.

Support in Full Five

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

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

Support in Full Six

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

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

Objection One

First there is already Barclays bikes next to it, secondly, we have got very limited resident parking space in the street, 3/ it will increase unnecessarily the pedestrian traffics in this narrow street not helping with noise.

Objection Two

There's already not enough space to park cars + this e-bike parking space would be overflowed with electric scooter within a day (like all of them) making the turn into Warwick more dangerous than it already is. Best usage of this car park space would be to install 2 car charging pods or at least one on the lamppost.

Objection Three

1. Firstly we cannot afford to lose 2 more Resident bays. Spaces are already at a premium and very hard to find at night
2. I live right above the Santander bike stand on Trebovir Road and am often woken by the loud clanking and shouts of inconsiderate people leaving them there in the small hours (esp in the summer). The LAST thing we need is more of this! Put these bikes somewhere else please as we are still living with the consequences of the original stand - why punish us twice?
3. The people who use these E-bikes often leave them strewn on pavements where they shouldn't. They wont care about a specific bay and will be encouraged to block the pavement on the corner of Warwick Road/Trebovir Road by spilling out of the bay (bikes are already dumped here so that will only get worse!) This is a health and safety concern that MUST be avoided. These bikes could restrict the views of motorists turning into Warwick Road and cause a collision, as well as force pedestrians onto the roads where they can be hit by traffic

I reject this idea 100% and if it goes ahead will ask local people to petition our local MP to have any such bay removed on these grounds

Objection Four

We have so many problems with bicyclists and e bike users riding in the pavements and this has never been supervised properly and there are a high level of accidents . Because Warwick road is indeed way both users of two wheelers prefer to ride on the pavement to go south. Also we have already lost space to the Santander bike rack which has limited the parking and for older residents in ehat is an already a dangerous area this makes life more precarious! The electric bike users have no license and take no responsibility. You will Have read of the nimer of deaths caused by pavement riders abd I have never seen a policeman object or stop them ! Shouldn't parking wardens have that added responsibility. When these pavement riders are asked to move one gets sworn at!!! So how about respecting pavement users a bit more and make plans to protect pedestrians before causing more accidents

Objection Five

The comment is for 'on street' ebike parking but the illustration picture is of 'on pavement' storage. Which are you proposing?

If on street I presume this would mean removing one of the resident's parking bays. With the Santander bikes and metered car spaces already at this end of Trebovir Road there is already a large amount public transport access at this point. The eBikes are often falling over and do not slot into stands like the Santander bikes - this could create a danger so near Warwick Road.

With another stand proposed at the end of Philbeach Gardens - straight opposite why not spread out the stands - placing one in Nevern Square instead. Ideally we should get rid of the motorcycle bay - which has become a permanent meeting point and lunch spot for delivery drivers at the EC Road end of Trebovir Road. You could then place the eBike parking there - with suitable docking stations provided. Or the Car Club bay opposite - which is rarely used for Car Club cars - but needed for coaches turning into Trebovir Road.

Objection Six

There is very limited parking on the street for residents. There is also already a bay for parking rental cycles. This street has seen a lot of nuisance in the last couple of years and anti social behaviour. Cramming more here will make resident experience worse with a busier street and fewer parking options.

Objection Seven

1. Plenty of spaces in nearby Penywern Rd
2. Santander bike hire already taking up space for 14 bikes alongside proposed e bike section. Unacceptable further reduction of resident bays in an area of high residential mansion blocks
- 3.No problem in this street with e-bikes left on pavements & WIDE pavements not creating problems for prams etc
4. Imbalance in residential area to over provide for bikes
- 5.E-bikes causing many accidents in the area,with riders ON PAVEMENTS & SPEEDING past pedestrians.
6. NO LEGISLATION IN PLACE TO CLARIFY& RESTRICT USAGE OF THESE DANGEROUS MACHINES.
- 7, House of Lords proposing bill to prevent abuse of e-bikes in urban residential areas.
8. Too many stories of injuries to pedestrians from dangerous e-bike users.
- 9.This is THE WRONG WAY to improve air quality.
- 10.Local residents , mainly young families with children & older people , need to feel safe walking on THEIR PAVEMENTS rather than having to be constantly on the alert for fast ,careless ,ENTITLED cyclists & e-bike users who seem unaware, aggressive & illegally using OUR PAVEMENTS.
11. E BIKES ARE DANGEROUS a& OUR COUNCIL SHOULD NOT BE PROMOTING THEIR USE
12. We deserve proper support from our councillors to try to create a SAFE, CALM environment in Earl's Court rather than bowing to fads & dumping unsafe initiatives on weary locals, who feel more & more ignored & disappointed with the council's approach & the DETERIORATION a of our quality of life & need & RIGHT to feel safe walking in our area
13. You will ignore this rejection because you are all on your own agendas, not those of residents in quiet areas.

Objection Eight

I am a heavy user of Lime e-bikes and I have been recommending them to all my friends to reduce traffic. The problem with bays is that it reduces the convenience of parking very close to the destination - I am afraid that this will lead to lower use ie more traffic. I would instead clarify better how to park properly (which Lime for instance is doing in the app) and introduce a fixed penalty for obstructive parking. This way, we would maximize e-bike use by the public: my

feeling is that the benefit of bays to walkers would be small vs a certain increase in traffic and pollution, which affects everybody. Thank you for your consideration.

Objection Nine

I think that the creation of the bays is not needed. There might be just three electric bikes on the street during a week. Taking up road space for such a minimal number seems like a waste of space, and resource to establish. I think that it would be true for most of the streets in my area.

However I can imagine that there might be a need for them on Kensington High St or other similar roads which are destinations for many bikers.

Has a survey been done of the real need?

I get that it is a nuisance having the bikes on the pavement is not considerate. However it is not a large problem in my view.

Will people actually put the bikes in the bays?

Objection Ten

There is already a Santander rental bike bay at the corner of Trebovir and Warwick Roads. There is a lot of noise with people picking up and dropping off bikes, at all hours, which disturbs the residents in the buildings beside it. There is noise and disruption when the bike collecting lorry comes to redistribute bikes. Unfortunately, there is also extra litter left by Santander bike users, which detracts from the area and normalises littering.

Any scheme to promote e-bikes must make sure they are not left all over the place as they are now. Sometimes there are numerous e-bikes abandoned on the pavement, leaned up against railings, etc. Passersby often leave rubbish in plastic bags dangling from the handle bars.

Additionally, there would be loss of parking spaces which are already at a premium in the area. Please do not add to the noise and inconvenience to residents. I am not in favour of expanding the program in the Earls Court Ward.

Objection Eleven

Residents' parking is in such short supply on this street and Nevern Square due to the housing being very dense with multi-occupancy blocks, that we cannot afford to lose any resident spaces. We have already lost spaces to Santander bike-hire. There aren't even many spaces during the day, unlike streets like Philbeach Gardens where there is also a completely unused motorbike parking bay outside number 89 which could easily become an e-bike bay.

Objection Twelve

It's because, it's taking our residents' parking space

Objection Thirteen

Trebovir Rd already has a large Santander bike stand at its western end which robbed us of resident parking, plus at the eastern end we are plagued by a motorbike park which is used as a common room by all the food delivery drivers in the area and opposite that a rarely used car club space. The road is very densely populated particularly at the western end and cannot afford to lose any further resident bays. I support in principal making e-bikes park in designated bays, but these need to be where the resident parking is not already over-subscribed if it takes away resident bays.

Objection Fourteen

The space suggested is too close to a pedestrian crossing and next to a very busy Warwick Road. It's already difficult enough to cross the road and the cars trying to turn into Warwick road blocking pedestrian crossing the time. And it makes very limited resident parking situation even worse. We strongly object.

Objection Fifteen [Earl's Court Society Planning & Licensing Group]

We support initiatives to promote active travel and to address the issues caused by improper parking of rental e-bikes. However, we have concerns about the proposal's statement that the proposed locations are the appropriate ones for e-bike hire operators and their customers. The loss of 164 parking bays across RBKC is undesirable in a borough with a chronic shortage of parking. There are times when active travel is not possible, and it is a fact that many RBKC residents value vehicle parking bays, for themselves, for visitors and for tradesmen and deliveries.

Our concerns include:

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Have the Metropolitan Police been consulted on the Earl's Court Gardens location, and to all others in close proximity to Match Day designated pubs?

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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 Part Two [Earl's Court Society]

Response on behalf of the Earls Court Society Environmental Group

We are supportive of all additional infrastructure to support active and extremely low carbon travel within RBKC.

There is a keen need for lower air pollution and cleaner forms of transport to support people using alternative forms to motor vehicle transportations.

In addition to additional cycle parking there is a need for additional segregated cycle lanes, especially north to south within the Earls Court Ward, and the rest of the borough.

ebike parking close to Earls Court Station would make good sense on both sides of the station. This doesn't appear to be as available along Earls Court High St with the proposal.

Support in Part Three

It's a great idea and much needed; at the moment these bikes are left randomly on the pavement to the detriment of pedestrians and are a particular for aged people, buggy users; but more importantly for disabled people. My concerns are:

- loss of residents's parking bays / pavement space. Pavement space is important for pedestrians above and also for tradesmen, eg laundry deliveries for the hotels who wheel trollies along;
- will users of these hire e-bikes use the designated bays ? [I understand that these bikes are not individually numbered and therefore its impossible to make complaints against selfish users who currently abandon them anywhere.]

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

Go ahead - good idea

Support in Full Five

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

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

Support in Full Six

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

Appendix 9: Responses received for proposed e-bike bay in Penywern Road

Objection One

We already have one at both ends of the road. We keep on losing parking spaces on this road.

Objection Two

With the motorcycle parking and Santander cycle hire on one side of the road and the bins on the other side's parking bays this will make it harder for residents with cars to find a suitable space.

If the e-bike parking were to be a repurposed section of the motorcycle parking which doesn't seem to be used as much from my experience that would be a much better tradeoff for all.

Objection Three

Penywern Road already has limited parking for residents. We lost two parking spaces at the top of the road near M&S to the Santander bike stands. The other end of the road has also lost parking spaces to a motorbike and scooter stand as well as electric chargers.

Further parking has been lost to the bins.

We cannot afford to lose any more resident parking.

I therefore disagree with the installation of bike stands on Penywern Road. If you wish, why not replace the Santander bikes with the bike stands.

Objection Four

Please read all of my comments about your proposition to install more bikes on Penywern Road.

I have been leaving in Penywern Road [redacted] and if anybody knows Earls Court and particularly Penywern Road I do.

This road has suffered neglect and carelessness from the Royal Borough of Kensington and Chelsea for a very long time and still is.

We, the residents have to put up with prostitution, openly happening day and night, drugs being used and sold day and night, alcohol consumption, noise, heavy traffic, football supporters, already existing bikes of all kinds, rubbish scattered all around....

School

We have a new school Falkner House Boys School for boys between the ages of 4 and 11, and families' cars drop off and pick up children daily and big school buses do the same every single day creating a lot of traffic. I don't think it's nice for little children to see all of this going on.

Hotels

We also have a few big hotels and a lot of tourists also witnessing this chaos with drugs, alcohol, prostitution, rubbish, traffic, and noise going on without anybody doing anything about it. It's really embarrassing, irresponsible, and shameful.

Football

We have Chelsea football club just down the road and many home games throughout the year and Earls Court station being used for the home supporters and visiting supporters and using Penywern Road to get to and fro the stadium.

M&S Food shop

We in Penywern Road have Marx and Spencer food shop on the corner and their side entrance for deliveries and their collections happening all day long creating more traffic, more noise and street congestion.

TURNING POINT Alcohol and Drug recovery center

Princess Diana opened Turning Point many years ago, I was there, and we need to help them manage the project by not creating more chaos on Penywern Road.

WE ALREADY HAVE MANY BIKES at both ends of our beloved Penywern Road and they are in docks and dockless, scattered all around making life extremely difficult for children, elderly residents, tourists, and passers-by.

Penywern Road is ONE WAY street and for residents who are paying to use residents' parking bays, it's important to find the parking and not be forced to drive around Earls Court one way system.

PLEASE NO MORE BIKES ON PENYWERN ROAD

I personally support the use of bicycles in London and I understand the necessity of introducing more bikes BUT we need to make sure we locate them in the right places that will be good for everyone and PENYWERN ROAD can't deal with more bikes and more chaos.

I will forward and share my comments with Kensington and Chelsea Councilor and officials in the K&C Barow and seek their opinion and help.

[Additional Comments]

My email is written to you in relation with the Royal Borough of Kensington and Chelsea proposition to create more parking bays for Rental E-Bikes at the expense of us losing more our resident parking spaces and creating more chaos in our already troubled Penywern Road.

Please HELP URGENTLY. I will try in my email to express myself using particular, explicit words and try to give you exact picture of the situation that is happening now in our area and in Penywern Road and it's been going on for decades. I am sure Police and Royal Borrow of Kensington and Chelsea are well aware of it.

I have been leaving on and off [redacted], very long time, and I have miraculously survived complete mismanagement of Earls Court aria and particularly our beloved Penywern Road. Again I need to say and I am sure you know and understand what I am talking about. Its so difficult to watch everything what's going on on my/our road and that helpless feeling of not being able to help needy and make some changes for the benefit of everyone, residents, visitors, tourists...I have

an impression that Council and people working there just don't care, which means they are not doing their job right that they should be by law. I understand the problems are big and to many but instead of trying to work together and do something we could be proud of the easiest solution for many is to turn a blind eye and carry on like nothing is wrong.

I feel emotionally exhausted, helpless, disappointed and truly unhappy and I know so many of my neighbours and residents in our community feel the same. We will try to take this matter of terrible situation further to the media and heads of the departments in Royal Borough. That's why I decided to write to you too. Enough is enough.

Penywern Road belongs to ROYAL Borough of Kensington and Chelsea and I feel embarrassed and sad to see how nobody from the Borough cares and is not ashamed of not helping residents and others in making our life more pleasant and easier.

Decades of prostitution, drugs being used and openly sold day and night, drunks openly drinking on the street, people using our basements for toilet and for sex business, rubbish scattered all around, daily physical fights, football supporters passing through, tourists, supermarket deliveries, hotels, bike stations already existing at both ends of this beautiful street...

Below is the list of everything that we already have in Penywern Road and activities happening in our daily life.

- Marks and Spencers supermarket - daily shop deliveries and supermarket rubbish collection using Penywern Road for parking
- Boots The Chemist - daily shop deliveries and shop rubbish collection using Penywern Road for parking
- Bike dock station and loose bikes scattered all around
- Hotels, many big hotels and tourists - daily hotels deliveries and collections by lorries and buses using Penywern Road for parking
- Turning Point opened by Princess Diana, I was there that day, helping and caring for people with drugs, alcohol and mental health problems
- New Lovely School - Falkner House Boys School for boys between the ages of 4 and 11 with parents daily dropping of and picking up children and school buses daily being used by school for transporting children
- Flower stall on the corner with beautiful flowers
- Fruit and Veg stall in front of Oddbins vine shop.
- Horrible black rubbish containers- boxes placed at 3 places, outside number 2 Penywern Road, second one in the middle and third one at the other end of Penywern road, used by residents but also by some restaurants from Earls Court Road and number of people coming from all around and openly disposing their rubbish inside and outside these horrible boxes.
To make the situation worse someone very "clever" has designed the containers with very small holes and placed the holes so high on the rubbish containers that young and elderly residents can't reach it, so they have no choice but to place their rubbish on the pavement next to the container. Rubbish soon becomes a little

mountain with rotten food and other mixed rubbish scattered all around inviting rats and birds and making everything look quite disturbing. We, the residents are also deprived of recycling our rubbish and the rubbish is collected by ROYAL Borough lorries with BIG signs on their sides advertising and asking us to recycle, bit sinister and bizarre.

- One way traffic - We, the residents drivers enter our Penywern Road from Earls Court Road with heavy traffic and if we can't find the parking we need to drive around crazy, busy extremely polluted one way system to try to find the parking in other streets or come back to Penywern Road and try our luck again and again. It is extremely frustrating and time consuming and NOT right. So reducing resident parking bays is totally wrong and unfair.

- Building work - There are constant ongoing building activities done with builders working in private and commercial properties with so many big houses and hotels in Penywern Road.

... I can go on and on... I am sure you can understand this problem and together we can sort it out.

Please HELP URGENTLY The deadline is 17th May 2023 and WE DO NOT WANT MORE BIKES IN OUR BELOVED PENYWERN ROAD.

Thank you in advance and sorry if my email is bit harsh, I really want you to understand our situation. I am happy to talk to you and if you would prefer to meet me and other residents in Penywern Road we are available at your convenience.

Objection Five

I would like to voice my concern around the introduction of on street e-bikes.

At present, we have a large amount of congestion down our road - Penywern Road - with the school, M&S, and on street parking for residents. We also have a bike bay at present.

With the tube next door and with the great number of pedestrians coming down the street I don't think that it would be entirely appropriate.

Objection Six [Earl's Court Society Planning & Licensing Group]

We support initiatives to promote active travel and to address the issues caused by improper parking of rental e-bikes. However, we have concerns about the proposal's statement that the proposed locations are the appropriate ones for e-bike hire operators and their customers. The loss of 164 parking bays across RBKC is undesirable in a borough with a chronic shortage of parking. There are times when active travel is not possible, and it is a fact that many RBKC residents value vehicle parking bays, for themselves, for visitors and for tradesmen and deliveries.

Our concerns include:

- The marked rental e-bike parking bays do not include docking stations, so these rely on careful parking of the e-bikes. This seems unlikely given existing problems. E-bikes cluttered on the footway, or the public roadway, are equally dangerous.

- The e-bikes are silent and used by people who are not trained, licenced, insured or wearing helmets. E-bikes are in fact motorcycles that are not regulated.
- Loss of 164 parking bays is unacceptable. These bays are intensively used by residents and visitors to the borough.

By way of example, illustrative feedback regarding specific proposed bays in Earl's Court, which in our view need to be reassessed, carefully and individually:

Barkston Gardens:

- This location is already a pinch point. It is very dangerous with a tight turn from the red route and the bus stop/TfL bus build out.

Earl's Court Gardens:

- Placement of an e-bike bay in Earl's Court Gardens would encourage e-bike users to ride the wrong way down a 1-way street causing a danger to pedestrians. These e-bike bays must be sited to avoid causing a major increase in "wrong way" drivers.
- There is already an issue with contraflow wrong-way cyclists in Earl's Court Gardens, but an e-bike bay in plain sight of the underground station exit will increase this problem.
- Resident parking bays and pay and display bays are frequently full. Loss of 16 feet of resident parking is unacceptable.
- Have the traffic implications of introducing this e-bike bay been considered in relation to Match Days? The Courtfield Pub is a designated away fan pub on Match Days and Earl's Court Gardens can become completely congested with football fans. Have the police been notified of this proposal?

Earl's Court Square:

- This is an unsuitable location for an e-bike bay and we support the reasons for objection already submitted by the ECSRA including concerns about increased high speed cycling and cumulative loss of resident parking bays.

Hogarth Road:

- Is it really the intention to lose the full 18-foot (3 bay) resident bay opposite no. 54? Due to the one-way system, it is complicated and cumbersome for residents to find alternative resident parking bays which are already in scarce supply.

Kempsford Gardens:

- It is unclear to us how this proposal will be combined with the proposals presently under consultation for a parallel crossing and how many residents' parking bays will be lost in total. Any changes to the parking and road layout must be done in a holistic way.

Trebovir Road:

- This densely populated road already suffers from a lack of available vehicle parking. It has a motorbike parking area which attracts large numbers of waiting Deliveroo riders. There is a car club bay and a Santander bike stand. It is within the Earl's Court 1-way system which makes access to alternative vehicle parking in surrounding streets difficult.
- The loss of 2 residents' parking bays should be resisted, particularly as there is a separate consultation underway regarding a bicycle hanger which could result in the loss of 2 further resident parking bays.

Have the Metropolitan Police been consulted on the Earl's Court Gardens location, and to all others in close proximity to Match Day designated pubs?

What fees will be charged to e-bike providers for commercial use of this scarce space in RBKC? How will the revenue generated be redeployed to improve and enhance our local area?

Before any Council resources are expended, a design must be devised that prevents the e-bikes from falling over and creating an ever bigger obstacle course for pedestrians, cyclists and vehicles. E-bike bays compete for scarce space with cycle hangers, motorbike parking bays, Deliveroo waiting areas and resident bays. Difficult decisions need to be made to balance the conflicting needs with the limited space available in a densely populated Central London borough. The balance, including the loss of 164 resident parking bays, is not in proportion to resident demands for e-bikes.

Please reconsider these plans and consult with the relevant RAs, ward councillors and the Earl's Court Society regarding the placement of any rental e-bike bays in SW5. Granular local level knowledge of the area will help avoid inappropriate siting, wasted Council funds and negative unintended consequences. Perhaps if the bus build outs must remain on Earl's Court Road, the e-bike stands should be placed there since those build outs are frequently empty.

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
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Support in Full Three

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

Support in Full Four

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

Support in Full Five

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

Appendix 10: Responses received for proposed e-bike bay in Philbeach Gardens

Objection One

Hi, thank you for the work you are doing for our environment and area around our homes. We appreciate your planning and consultation process. I sincerely hope you and your team can take residents' views into consideration as we know the area, just like how you know yours better.

The proposed site, in my opinion, is not optimal due to the following reasons:

1. Attracting waste and litter - Due to the proximity to the entrance to communal gardens (the proposed site is directly at the southern entrance of Philbeach Gardens), this can encourage rubbish being left in bicycle baskets, or amongst bicycles, when people leave the gardens through this entrance. As a current resident living at the site, I have witnessed fly-tipping at this entrance, especially at the foot of the tree on pavement, and parking signpost at this site. The inevitable unruly parking of e-bikes and other personal mobility devices is almost certainly going to encourage waste to be left here, as there are zero proper bins visible from this site. Suggested solution: Please site this away from communal gardens entrances.
2. Unnecessary increased risk of tripping in this area - The proximity of this site adjacent to the existing space for electric vehicles to charge is problematic when one considers the electric cables used by owners of vehicles sometimes needs to be attached to the front of the vehicle (those attaching to the sides are less of a problem, but all types still have the attendant trip risk factor in my opinion). There is a higher probability of e-bikes snagging on such recharging cables attached to the front of the vehicle, as the proposed site lies directly ahead of the existing electric vehicle parking space. Even if a bicycle is initially parked properly and upright, unforeseen circumstances (strong gusts of wind, domino effect of a falling adjacent bicycle, human factors) can lead the bicycle to topple snagging the cable, causing an interruption to charging, or causing damage to electric vehicles, or becoming a greater trip hazard especially since this site is not well-lit. Suggested solution: Please site this away from electric vehicle charging bays.
3. Security risk - Philbeach Gardens has a longstanding problem with non-key holders gaining access. The proposed site for parking e-bicycles is directly at one of three gated entrances to these communal gardens. In my opinion, the site is poorly suited as it would attract tailgaters to congregate (gather) and enter Philbeach Gardens. Suggested solution: Please site this away from the gated entrances of Philbeach Gardens, and keep such areas well-lit.

4. Risky site obscured from drivers' view - Located at the inner (convex) bend of the road that is Philbeach Gardens and being close to the junction with Warwick Road, the proposed site is an unwise decision because e-bicycles and people emerging from here (that is, from the left side of the road, if one is driving along and obeying the road's one-way system) are spotted later due to the curvature of the road. Two other longstanding problems of the road that is Philbeach Gardens also add to this site being problematic - vehicles not obeying the one-way system and entering from Warwick Road into Philbeach Gardens (road) just after the bus stop ("C" Earls Court Station towards Kensington or Gloucester Road); and vehicles reversing from the end of the crescent (away from Warwick Road) if they cannot find a parking space and decide to reverse down this one-way road rather than "go around" again. E-bicycles and people crossing to and from the site at this convex bend make this location very risky at the best of times, and almost certainly lethal if vehicles are speeding down the road.

Respectfully, for the sake of us residents here, I would be most grateful if you take the above points into consideration. Thank you

Objection Two

Unless there is a financial penalty associated with not using the designated parking areas the bikes will still be left all over the place. Ignorant users of the bikes who abandon them mindlessly will not change their behaviour because there's a bay painted on the pavement. Pavements are for people, not bikes.

Objection Three [Earl's Court Society Planning & Licensing Group]

We support initiatives to promote active travel and to address the issues caused by improper parking of rental e-bikes. However, we have concerns about the proposal's statement that the proposed locations are the appropriate ones for e-bike hire operators and their customers. The loss of 164 parking bays across RBKC is undesirable in a borough with a chronic shortage of parking. There are times when active travel is not possible, and it is a fact that many RBKC residents value vehicle parking bays, for themselves, for visitors and for tradesmen and deliveries.

Our concerns include:

- The marked rental e-bike parking bays do not include docking stations, so these rely on careful parking of the e-bikes. This seems unlikely given existing problems. E-bikes cluttered on the footway, or the public roadway, are equally dangerous.
- The e-bikes are silent and used by people who are not trained, licenced, insured or wearing helmets. E-bikes are in fact motorcycles that are not regulated.
- Loss of 164 parking bays is unacceptable. These bays are intensively used by residents and visitors to the borough.

By way of example, illustrative feedback regarding specific proposed bays in Earl's Court, which in our view need to be reassessed, carefully and individually:

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- This location is already a pinch point. It is very dangerous with a tight turn from the red route and the bus stop/TfL bus build out.

Earl's Court Gardens:

- Placement of an e-bike bay in Earl's Court Gardens would encourage e-bike users to ride the wrong way down a 1-way street causing a danger to pedestrians. These e-bike bays must be sited to avoid causing a major increase in "wrong way" drivers.
- There is already an issue with contraflow wrong-way cyclists in Earl's Court Gardens, but an e-bike bay in plain sight of the underground station exit will increase this problem.

- Resident parking bays and pay and display bays are frequently full. Loss of 16 feet of resident parking is unacceptable.
- Have the traffic implications of introducing this e-bike bay been considered in relation to Match Days? The Courtfield Pub is a designated away fan pub on Match Days and Earl's Court Gardens can become completely congested with football fans. Have the police been notified of this proposal?

Earl's Court Square:

- This is an unsuitable location for an e-bike bay and we support the reasons for objection already submitted by the ECSRA including concerns about increased high speed cycling and cumulative loss of resident parking bays.

Hogarth Road:

- Is it really the intention to lose the full 18-foot (3 bay) resident bay opposite no. 54? Due to the one-way system, it is complicated and cumbersome for residents to find alternative resident parking bays which are already in scarce supply.

Kempsford Gardens:

- It is unclear to us how this proposal will be combined with the proposals presently under consultation for a parallel crossing and how many residents' parking bays will be lost in total. Any changes to the parking and road layout must be done in a holistic way.

Trebovir Road:

- This densely populated road already suffers from a lack of available vehicle parking. It has a motorbike parking area which attracts large numbers of waiting Deliveroo riders. There is a car club bay and a Santander bike stand. It is within the Earl's Court 1-way system which makes access to alternative vehicle parking in surrounding streets difficult.
- The loss of 2 residents' parking bays should be resisted, particularly as there is a separate consultation underway regarding a bicycle hanger which could result in the loss of 2 further resident parking bays.

Have the Metropolitan Police been consulted on the Earl's Court Gardens location, and to all others in close proximity to Match Day designated pubs?

What fees will be charged to e-bike providers for commercial use of this scarce space in RBKC? How will the revenue generated be redeployed to improve and enhance our local area?

Before any Council resources are expended, a design must be devised that prevents the e-bikes from falling over and creating an ever bigger obstacle course for pedestrians, cyclists and vehicles. E-bike bays compete for scarce space with cycle hangers, motorbike parking bays, Deliveroo waiting areas and resident bays. Difficult decisions need to be made to balance the conflicting needs with the limited space available in a densely populated Central London borough. The balance, including the loss of 164 resident parking bays, is not in proportion to resident demands for e-bikes.

Please reconsider these plans and consult with the relevant RAs, ward councillors and the Earl's Court Society regarding the placement of any rental e-bike bays in SW5. Granular local level knowledge of the area will help avoid inappropriate siting, wasted Council funds and negative unintended consequences. Perhaps if the bus build outs must remain on Earl's Court Road, the e-bike stands should be placed there since those build outs are frequently empty.

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

This is a great initiative and giving 10-20 ebikes easy parking is likely to remove the need for *at least* of the owners to need a car. Therefore helping the environment, reducing the number of cars and having no negative impact on the demand parking bays.

Support in Full Five

[No comments supplied]

Support in Full Six

[No comments supplied]

Support in Full Seven

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

Support in Full Eight

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