

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 HOLLAND 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 Holland 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 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 Holland ward. Residents living near the proposals received letters signposting them to the consultation and the consultation was available on the Council's online consultation and engagement hub. Local ward councillors, residents' associations and community groups were made aware of the consultations by email.

4.2 In total 83 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 seven 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 Addison Road (C), Holland Villas Road and Melbury Road (J) proposals, officers are recommending not to proceed with these three locations.

Table 1 – Summary of responses received.

| Scheme | No. Objections | No. Support in Part | No. Support in Full | No opinion | Comment | Recommendation |
|---------------------|----------------|---------------------|---------------------|------------|---------|----------------|
| Abbotsbury Road | 3 | 1 | 5 | 0 | 0 | Proceed |
| Addison Road S456 B | 2 | 2 | 5 | 0 | 0 | Proceed |
| Addison Road S456 C | 6 | 2 | 6 | 0 | 0 | Do not proceed |
| Fairfax Place | 2 | 1 | 5 | 0 | 0 | Proceed |
| Holland Gardens | 1 | 1 | 5 | 0 | 0 | Proceed |
| Holland Park | 6 | 2 | 5 | 0 | 0 | Proceed |
| Holland Villas Road | 8 | 2 | 5 | 0 | 0 | Do not proceed |
| Ilchester Place | 1 | 2 | 5 | 0 | 0 | Proceed |
| Melbury Road S456I | 1 | 2 | 5 | 0 | 0 | Proceed |
| Melbury Road S456J | 6 | 1 | 5 | 0 | 0 | Do not proceed |

5 CONSIDERATION OF OBJECTIONS

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

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

| Scheme | Loss of parking space | Use an alternative location | Enforcement of E-Bike Schemes | E-bikes left on footways | Object to principle of rental e-bikes | Other |
|--------|-----------------------|-----------------------------|-------------------------------|--------------------------|---------------------------------------|-------|
|--------|-----------------------|-----------------------------|-------------------------------|--------------------------|---------------------------------------|-------|

| | | | | | | |
|---------------------|----------|----------|----------|----------|----------|-----------|
| Abbotsbury Road | 1 | 1 | 1 | 0 | 0 | 2 |
| Addison Road S456 B | 0 | 1 | 2 | 0 | 1 | 4 |
| Fairfax Place | 2 | 0 | 1 | 0 | 0 | 2 |
| Holland Gardens | 0 | 1 | 1 | 0 | 0 | 1 |
| Holland Park | 2 | 1 | 2 | 0 | 0 | 4 |
| Ilchester Place | 2 | 0 | 1 | 0 | 0 | 1 |
| Melbury Road S456I | 2 | 0 | 1 | 0 | 0 | 1 |
| TOTAL | 9 | 4 | 9 | 1 | 1 | 15 |

5.2 Officer responses to the issues raised are detailed below:

Loss of parking space

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

Officer Response

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

Install the e-bike bay in an alternative location

5.4 Some respondents suggested alternative locations. One respondent for each of Abbotsbury Road, Holland Park and Addison Road B and three for Addison Road C, proposed alternative sites.

Officer Response

- 5.5 The dockless rental e-bike operators are only willing to restrict their customers to the proposed parking bays if they are reasonably well distributed so that a user never has to walk too far to pick up or drop off an e-bike. Officers select each location with this objective in mind.
- 5.6 The suggested alternative location in Abbotsbury Road is very similar to that proposed. The suggestion for Holland Park is to put the bay close to the Holland Park Tube station, but in fact a bay is already proposed at that location. For Addison Road C, which officers recommend should not be implemented, two respondents suggested moving the bay further north and one suggested further south. Officers consider these responses do not make a clear case for replacing the proposals with alternative sites.

Enforcement of rental e-Bike schemes

- 5.7 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.

Officer Response

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

Object to principle of rental e-bikes

- 5.9 Two respondents objected to e-bike rental schemes in principle, saying that they should be banned.

Officer Response

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

Other comments

- 5.11 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 | <p>I am a regular user of dockless bikes and one of the reasons I use them is that I can leave them at my destination. Under your proposals I think I would just use them less, which seems a shame.</p> <p>[Abbotsbury Road proposal]</p> | <p>The Council considers that the disbenefits of the current situation in terms of footway clutter and the hazard that this poses to pedestrians outweighs the freedom of rental e-bike users to park e-bikes wherever they would like to. However, the Council aims to ensure that designated e-bike parking bays are reasonably well distributed so that a user never has to walk too far to pick up or drop off an e-bike.</p> |
| 2 | <p>I have trouble with my balance and am in danger of a fall. I need to walk every day to keep healthy. But I do not want to be put in danger. A fall would be very serious and life-threatening at my age. E-bikes are left constantly just outside my flat. And even a parking bay for them would narrow the width of pavement space to walk on putting me in danger of losing my balance.</p> <p>[Addison Road proposal]</p> | <p>These proposals are intended to reduce the incidence of cycles being left on the footway which can be hazardous to older pedestrians or those with visual impairments. The parking bay will not affect footway width as it is proposed on the carriageway.</p> |
| 3 | <p>There are already 50 ‘cycle for hire bays’ in a 0.2 mile distance of this proposed bay. 150 feet away there are 25 outside Olympia station and another 25, 2 roads down on Russell Gardens.</p> <p>[Fairfax Place proposal]</p> | <p>The Santander Cycle Hire bicycles are owned and maintained by Transport for London and are separate to the e-bikes parking bays that are referenced in this report. The Council is aiming to have a network of e-bike parking bays accessible to users that is evenly distributed in each ward. It should be noted that the majority of Santander cycle hire vehicles are not electric, and so the rental e-bike parking bays can provide a cycling solution for those looking to undertake longer journeys – or who need the assistance e-bikes can offer.</p> |
| 4 | <p>Rental bikes will be placed very close to the sharp corner and turning vehicles will be an additional hazard to bikers.</p> <p>[Holland Park proposal]</p> | <p>There is no reason to think that a cycle parking space close to a junction is less safe than a car parking space in the same location.</p> |

| | | |
|---|--|---|
| 5 | <p>Holland Park is a quiet residential road and an e-bike parking bay will considerably increase noise.</p> <p>[Two respondents to the Holland Park proposal]</p> | <p>There is no reason to think that designated rental e-bike bays lead to an increase in noise. The operation of starting and ending a hire is very quiet, as is the use of e-bicycles. However, officers can monitor any reports of the above and take action accordingly with the operators following installation. The e-bike parking bays aim to remove clutter from the footway, creating a space where e-bikes can be stored and placed together.</p> |
| 6 | <p>The installation of ebike is out of line with the character of this conservation area, it should be done on the high street such as Holland Park avenue rather than in the middle of a residential street.</p> <p>[Holland Park proposal]</p> | <p>Implementation of rental e-bike parking – or in fact parking for any type of bicycle – is not restricted to areas that are outside of conservation areas. In the same way that a conservation area does not prevent the Council from offering car parking.</p> |
| 7 | <p>Scheme should be trialled in a couple of areas to see whether it works [All proposals]</p> | <p>Since June 2021, the Council has been part of the London rental e-scooter trial which uses designated parking bays as the only places e-scooters can be parked. Officers have observed high compliance with parking of these vehicles and therefore believe that a similar approach can be adopted for rental e-bike parking bays, without the need for a further trial.</p> |

Appendix 1: Responses received for proposed e-bike bay in Abbotsbury Road

Objection One

I do not agree with the installation of an on street ebike parking space here because the proposed parking bay is located on a corner/bend in the road. There have over the years been several traffic accidents there due to lack of visibility up and down the road on this corner, which is compounded by the adjacent pedestrian crossing point and bollards in the middle of the road. I think it is a very dangerous place to put the bike bay as other road users will not have a clear view of cyclists and pedestrians entering and leaving the bay. The proposed location is also not where users actually want to drop off the bikes as it is only beside the small side entrance to Holland Park which is not used by most people or cyclists (which can be seen currently).

It would be much safer for the bay to be situated on a straight part of the road with clear access and visibility. The safest siting for the bay would be outside the main entrance to Holland Park opposite houses number 43 and 45. This would have the additional advantage of being close to the Santander bike stand so users can pick up and drop off either type of bike easily. Moreover that is beside the main entrance to Holland Park that most people use and where most people will want to drop off the bikes. If the bay is located further up the street it is highly likely that the bikes will still just be left on the pavement next to the main park entrance continuing to cause a nuisance.

If a different location (other than beside the main park entrance) is still thought to be necessary then either outside numbers 26 and 28 or opposite numbers 91 and 93 would be better than the current proposal. Both of these bays would still be very close to the smaller side entrance to the park but would be located on a clear and straight stretch of road away from the corner which would be much safer for all users.

Objection Two

My concern is that the residents' parking spaces, which it is proposed to convert to e-bike parking, are heavily used throughout the year, especially at weekends, by residents coming to walk in Holland Park, many with children. As you may know there is a pedestrian gate into the Park beside those spaces. Occasionally (only) an e-bike is left on the pavement beside or opposite this gate.

There is therefore little evidence that this e-bike parking is actually required. About 150 yards away, there are e-bike stands, at the drive-in gateway. Again, there's little evidence (by bikes being left in the pavement or in the park) that such parking is insufficient.

It is a balancing act and I feel there is a greater need for the residents' parking to be left as is.

[Additional Comments] There's another matter that needs to be highlighted, that occurs to me as I live almost across the road from the proposed site.

Just before the proposed site (for the e-bike stands) is a bollard in the middle of the road. Cars swing in to go inside the bollard and then swing out just where it is proposed to place the stands. This is a health and safety issue because persons taking bikes out of the stands have to pull the bike out of a stand into the road, and towards potentially passing cars manoeuvring passed the bollard.

This safety issue needs to be brought to the attention of those making the decision.

Objection Three

I think the proposal that rental e-bikes is a bad idea. It will necessarily entail the loss of parking bays, and I suspect will see a big decline in the use of e-bikes, a large part of the appeal of which is that one can "park" then at one's destination and not have to find a bay, which may already be full meaning one would have to find another one. I am a regular user of w-bikes from Lime etc, and one of the reasons I use them and not the Santander "Boris" bikes is that I can leave them at my destination. I agree that there will be places where parking them can be obstructive, but would suggest an education campaign to ask users to be considerate would be a sensible first port of call. Under your proposals I think I would just use them less, which seems a shame.

Support in Part One

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

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

We therefore fully support all the proposed locations listed in the consultation and do not consider any objections based on the concerns around car parking provision should impede the approval of any of these locations, the benefits significantly outweigh any perceived inconvenience to a small number of drivers

who may need to find alternative car parking on occasions. Such concerns are mitigated by the sheer number of options open to car drivers at present through the generous resident permit scheme, PAYG bays and car parks located across the borough.

Support in Full Two

I am submitting this consultation response in a personal capacity.

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

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

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

Support in Full Three

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

Support in Full Four

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

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

Support in Full Five

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

Appendix 2: Responses received for proposed e-bike bay in Addison Road S456-B

Objection One

I am 92 years old and walk with a stick. I have trouble with my balance and am in danger of a fall . I need to walk every day to keep healthy. But I do not want to be put in danger . A fall would be very serious and life-threatening at my age. E-bikes are left constantly just outside my flat . And even a parking bay for them would narrow the width of pavement space to walk on putting me in danger of losing my balance. Please please do not allow e-bike parking on Addison Road.

Objection Two

The council should ban these bike outright. They're a nuisance and the batteries in them are no good for the environment. They don't encourage exercise as they have a battery and the people using them are usually some of the worst road users. Better left out entirely of Kensington

Support in Part One

Access to this segment is only the signal in front of Cardinal Vaughan School. It would be safer to place the eBike stand in the stretch of Holland Park Gardens (between Holland Park Tennis Club and Holland Park Avenue). It will also make this space more convenient for people using eBike on Holland Park Ave, and increase chances of success for this initiative.

Support in Part Two

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

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

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

Support in Full Two

I am submitting this consultation response in a personal capacity.

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

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

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

Support in Full Three

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

Support in Full Four

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

Support in Full Five

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

Appendix 3: Responses received for proposed e-bike bay in Addison Road S456-C

Objection One

It's a good idea in principle but badly thought through.

- 1) defeats the whole point of these bikes. People use them because they can leave them anywhere
- 2) how can you encourage compliance?
- 3) please can you spend any spare cash you have on cycle lanes to keep these cyclists safe.
- 4) maybe set up a helmet exchange so that cyclists would all have easy access to a helmet. Until you sort out cycle lanes!

Objection Two

They cause disruption and create antisocial behaviour where people gather to drop off the E-bikes. They dispose of their rubbish when dropping off and picking up bikes.

Objection Three

We already have a santander bike station on Addison Road, right by one of the proposed new locations. The Santander bike station is large and I've barely seen it used. Addison Road is a residential road, why we would need more than 1 bike station is beyond me, and is a waste of space and money, plus it doesn't benefit the residents in any way. Plus it takes up valuable parking space on the road.

Objection Four

I feel that the bike parking bay should be further north on Addison Road to allow for better access to Holland Park Avenue

Objection Five

This is the wrong location for an E-Bike Parking space. There are other more favourable locations on nearby roads than the one proposed here, and existing bike parking locations with Docking Hubs would be better suited to be expanded to cater for E-Bikes.

In the particular case of this location, it is a poor choice given the relatively few residents that live next to it, and the fact that it's on a relatively busy road T-junction, whereby it is likely to increase the chance of a road traffic accident.

A far better nearby location would be on the corner of Addison Crescent and Holland Road (close to the traffic lights), where there is considerably more space and far easier access for residents wishing to use an e-bike.

In summary, please reconsider this location elsewhere, such that it can be in a more convenient location for nearby residents, whilst also preventing a negative impact on road safety. Thank you.

Objection Six

As a resident on Addison Road I strongly disagree with the proposal. Street parking on the road is used by many local residents, who all pay for the privilege through residents' parking permits. But there are limited spaces already, especially on days of heavy visitor use (such as for Holland Park or for the Cardinal Vaughan Memorial School). Taking further space away (two spaces on Addison road) adds further stress on parking capacity with little gain for residents. Locals to the area have close access to amenities and public transport options making bikes of little use to them directly.

This proposal concedes further valuable space to private companies rather than local residents, putting their business profits ahead of local needs. Additionally the proposed parking bays increase the concentration of ebikes on the road and opportunity for bikes to be discarded on the footpaths, blocking access to prams and wheelchairs.

Support in Part One

The current location is just outside our front gates which are always in use. If the location was pushed further South down the Addison Road parking bay towards Somerset Square it would:

- a) Create less obstruction and nuisance as there are no front gates for homes facing outwards towards the proposed site.
- b) People park less in that area so the loss of a parking bay would be less detrimental for residents
- c) It would serve more people being closer to the entrance of Somerset Square and Serlby Court

Support in Part Two

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

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

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

Support in Full Six

Pleased to see there are plans to get rid of bikes scattered all over the place. I hope these will be well used.

Appendix 4: Responses received for proposed e-bike bay in Fairfax Place

Objection One

There is a massive shortage of residents parking spaces and this is yet another needless assault on available capacity which will exacerbate the existing shortages. These bikes don't need to be in any specific location unlike 'Boris bikes', hence there is no justifiable reason to put these onto the highway at the expense of useful spaces which are in high demand.

Objection Two

I strongly appose to the bay on Fairfax Place which is a very small residential side road I live on.

This side road always has parked cars on it in the day and is full in the evening when residents come back from work. Most of the cars parked in the evening belong to the neighbours. There is already one space taken up by an electric car charger that we cannot park in. Also, the full length of the road is already reduced with the north end (outside the barber shop) having an extended pavement and cycle lane and the south end (towards Russell Road) having a cycle lane and traffic bollards.

There are already 50 'cycle for hire bays' in a 0.2 mile distance of this proposed bay. 150 feet away there are 25 outside Olympia station and another 25, 2 roads down on Russell Gardens. The next road down has an e-scooter bay.

I am a shift worker and have variable working patterns. I have always been able to get parking on Fairfax, but it is often the last space when I finish at 2am. Inevitably, this wouldn't be the case if the parking was more limited. I would not feel safe at those times having to park further away and carry my heavy medical bag with expensive equipment home.

The e-bikes will not be used by the residents on Fairfax as we have our own bikes that we keep in our gardens.

I can supply photos of Fairfax when I come back from work, showing it full with parked cars when I have taken the last space.

Support in Part One

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

Support in 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:

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

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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

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Support in Full Five

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

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

Objection One

Scooter station already located on Holland Gardens and scooters are regularly left abandoned on that street and nearby roads

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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Support in Full Two

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Support in Full Three

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Support in Full Four

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Support in Full Five

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Appendix 6: Responses received for proposed e-bike bay in Holland Park

Objection One

There are many similar ebike spaces in the region at a short distance. There is no added advantage by having one right on that spot. The proposed spot is in the middle of a residential area while it should be in higher density area and closer to "high streets". These installations of ebikes should be based on demand by residents while currently it seems to be driven by the desire of the council to virtue signal. My experience with ebike stations is that they bring additional litter. I therefore object to putting a bike parking space near 37 Holland Park.

Objection Two

Holland Park is a quiet residential road. E-bikes parking bays will considerably increase and disrupt this quietness and will be a huge security risk particularly at night. I therefore strongly disagree with this proposal.

Objection Three

The installation of ebike is out of line with the character of this conservation area, it should be done on the high street such as Holland Park avenue rather than in the middle of a residential street. It should be demand by local residents which drives such installations rather than extra money allocated to such matters. I recommend we start by making all delivery sustainable for example rather than having polluting motorcycles and trucks do that.

Objection Four

This is on a corner which is dangerous as cars might not have enough time to see bikes darting out. I also think that placing it outside a residential home is unfair to residents living next to it, as there is likely to be noise. In my view it would be better to place it outside the entrance to the park.

Objection Five

I have noticed that most bicycle bays in residential area are never used. They take parking space away from residents and accumulate rubbish for the benefit of one or two users. RBKC is wasting our money on what they deem important instead of asking what the residents want. I do not know a single neighbour who wants to use these ebikes. I urge you to do research to find out if residents actually will use the bikes rather than throwing our taxes away.

Objection Six

The selected spot is an unfortunate choice as the rental bikes will be placed very close to the sharp corner. The vehicles making a left turn will be an additional hazard to bikers. It would be logical to place the bike parking bay closer to the park entrance. People tend to leave the bikes near the Holland Park entrance as cycling is not permitted in Holland Park. There is no immediate zebra crossing or any kind of a pedestrian crossing towards the entrance of the park by the proposed bay spot. It makes sense to park e-bikes closer to the park entrance/along the white wall of the park. Also, our garage is in constant use. There is also allocated motorcycle parking space. The cars and motorcycles leaving the garage/parking will be hazardous for e-bikers. For safety reasons parking for e-bikes should be located on the same side of the street as the park entrance.

Support in Part One

If the space is on the pavement then this is not a good area as the pavement is fairly narrow at this point.

If you are thinking about putting it on the roadway then this is a very bad idea. We have enough issues parking as it is especially at the weekends. Our area is used by visitors to Westfield and the parking restrictions in place for residents are not stringent enough. Many other places in the borough have much stricter timings to allow residents rather than visitors to park.

Support in Part Two

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

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

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

Support in Full Two

I am submitting this consultation response in a personal capacity.

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

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

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

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

Support in Full Four

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

Objection One

It is also no secret that some bikers use the pedestrian walkway, especially at the start of the journey. Our entrance is dangerously close to the corner where the rental e-bikes will be parked, and we have young children in the house. The suggested spot will be also obstructing access to Royal Mail postal box which is widely used by everyone in the neighbourhood.

Objection Two

Another good spot for E-bike parking bay would be near to the Holland Park underground station, and other public transport (ie bus stops) where people get off/get on the bus. it's the most popular location for the bikes to be dropped off before people change the mode of transport in London.

Objection Three

The space on the western boundary of Addisland Court would obstruct the pavement here (or remove a much needed parking bay). There is much more space on the very wide pavement on the northern boundary of Addisland Court.

Objection Four

I live in flat [redacted], and have recently read some of the proposals on bike parking which are concerning since my flat looks out onto Holland Villas Road, as well as the junctions of Upper Addison Gardens, and Addison Road.

The map on the consultation site shows , I think, a proposed bike park in front of Addisland Court.

This is on a bike route, but no one starts or finishes bike rides in Holland Villas Road. I know this through daily observation because I am retired and spend a lot of time at home. I also believe that no one who lives within several hundred yards of the proposed site will use it, as those who cycle have their own bikes.

There is already a bike park at the corner of Royal Crescent which is hardly used, which in itself suggests that there is no need for another park in this area. Neither is Holland Villas Road a suitable place for any bike park.

The land at the junction of Addison Road and Holland Park Gardens is more suitable, and there is already a bike park there.

Objection Five

I would like to raise an objection to the proposed E bike parking bay in front of Addisland Court.

You are proposing a bay in front of our block. None of the residents will use it.

Our parking spots are a price of gold. Why cut valuable parking in front of two big blocks? Ours, Addisland Court, has 42 flats. There are many, MANY properties in the street, some have absentee owners or are a single family dwelling, despite costing 20 million or so. A bay in front of any of them would only inconvenience so very few instead of more than a hundred.

Please do not punish the residents of our block (many are elderly, including myself) with yet another cut to their ability to park close by. This is very important to our well being.

I would also like to draw your attention to the fact that the bike park at the corner of Royal Crescent is barely used, suggesting there is no need for another parking spot in this area.

Objection Six

It will make no difference to bikes just being left on the pavement, which is dangerous and unsightly.

[Additional Comments]

I live in Addisland Court on Holland Villas Road and for the following reasons object to the proposal to turn two car parking spaces in front of Addisland Court into e-bike parking bays.

- 1) The provision of e-bike parking bays will do nothing to stop the bikes being abandoned in the middle of pavements. The two ebike parking areas in front of Royal Crescent on Holland Park Avenue opposite Addison Road rarely have more than three bikes between them, whilst bikes are abandoned in the surrounding area.
- 2) There are four flat paved areas on Addison Road more suitable for e-bike parking than on Holland Villas Road. Two are on the junction between Upper Addison Gardens and Addison Road, on the north and south sides of Upper Addison Gardens. The third is in front of the entrance to Cardinal Vaughan school on Addison Road, and a fourth on the junction between Holland Park Gardens and Addison Road.
- 3) Residents with mobility difficulties rely on their cars to get about. Although 18 of the 42 flats at Addisland Court have a garage in our basement, other residents with cars have to park on the street. As an increasing number of residents are over 70, the distance between a parking space and the entrance to Addisland Court is relevant to their mobility. Removing two car parking spaces right in front of Addisland Court will reduce the availability of nearby parking spaces which can mean a long walk.
- 4) The parking spaces in this area are already reduced by the provision of charging bays on the junction between Holland Villas Road and Upper Addison Gardens, and car club bays on Holland Villas Road next to Addisland Court.
- 5) Encouraging people to use public transport and walk more is a laudable public policy, but inserting parking spaces for e-bikes in a place where no one starts or finishes an e-bike journey does not make practical sense.

Objection Seven

I live in flat [redacted], and have recently read some of the proposals on bike parking which are concerning since my flat looks out onto Holland Villas Road, as well as the junctions of Upper Addison Gardens, and Addison Road.

The map on the consultation site shows, I think, a proposed bike park in front of Addisland Court.

This is on a bike route, but no one starts or finishes bike rides in Holland Villas Road. I know this through daily observation because I am retired and spend a lot of time at home. I also believe that no one who lives within several hundred yards of the proposed site will use it, as those who cycle have their own bikes.

There is already a bike park at the corner of Royal Crescent which is hardly used, which in itself suggests that there is no need for another park in this area. Neither is Holland Villas Road a suitable place for any bike park.

The land at the junction of Addison Road and Holland Park Gardens is more suitable, and there is already a bike park there.

Objection Eight

I am very concerned about the proposed e-bike parking close to Addisland Court. There is already a bicycle site across the road beside the Royal Crescent on Holland Park Avenue. I continually see bicycles scattered about and littering the street -- and not in their designated parking area. The users don't seem to care where they dump the bikes.

There is another site in Addison Road close to the school. Why want yet another site ??? This is a residential area, and there is scarcely enough parking spaces for the local inhabitants without taking yet more away for bicycle parking. If one must have more, why not place it further towards shepherds bush tube station where there is more space.

Support in Part One

If the space is on the pavement then this is not a good area as the pavement is fairly narrow at this point. If you are thinking about putting it on the roadway then this is a very bad idea. We have enough issues parking as it is especially at the weekends. Our area is used by visitors to Westfield and the parking restrictions in place for residents are not stringent enough. Many other places in the borough have much stricter timings to allow residents rather than visitors to park.

Support in Part Two

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.

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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.

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

1. Provide convenient designated locations for hire users
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Support in Full Three

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Support in Full Five

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

Appendix 8: Responses received for proposed e-bike bay in Ilchester Place

Objection One

There is limited parking as there is. We currently have the Santander bikes station, which has reduced the number of spaces as well as a large number of suspended bays in the road due to all the building work.

Support in Part One

As long as it doesn't take resident or pay and display parking, then I am fine with the E-bike parking. Because we live at the entrance of the park, there is always a shortage of both resident and pay and display parking, particularly on weekends. We cannot afford to lose anymore car parking if any kind.

Support in Part Two

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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8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

Support in Full Three

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

Support in Full Four

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

Support in Full Five

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

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

Objection One

This residents' parking space is the only one close enough to the shops and dry cleaners at that end of High Street Kensington so that one can park there, and access local businesses - e.g. take loads of cleaning on foot from car to the Melbury Dry Cleaners and Jeeves, and back, and go to Waitrose and the Post Office, plus the other local shops there, and the cafes and restaurants on both sides of that part of High Street Kensington. I am sure I am only one many customers for these businesses who live too far away to be able to walk there, and are not able to cycle there (certainly not with loads of cleaning or shopping).

If you actually take the trouble to go there and observe for a few days, you will see that this space is in constant use by residents on a fluctuating basis, who presumably use it for the same purpose as I do, for temporary access to local businesses. There are also several bike parking spaces very close by on High Street Kensington, which could easily be used by or adapted for ebike users, and which I have never seen to be full - in fact, they are mostly unoccupied.

As far as I can see, there is no demand for ebike spaces here, but on the other hand, the existing resident parking bays (including those further up Melbury Road) are in fact oversubscribed - it can be very difficult/impossible on occasion to park in a resident's bay, or for that matter a P&D bay, anywhere on Melbury Road within 50 yards of High Street Kensington.

So please, please do not deprive your loyal Kensington and Chelsea residents of yet another set of spaces where they can park near local businesses - and likewise, please do not deprive these businesses of the custom of their loyal locals.

Support in Part One

Ebikes are reducing traffic. I have become an avid user.

I can also see how the current "drop it anywhere" model can create chaos at certain locations.

However, if you make it inconvenient, people will come back to cars.

In my humble opinion, your approach of "the Council will decide where the permitted bays go" vs. "Let's restrict where ebikes cannot be parked" is:

- more expensive for the council
- more restrictive for neighbours
- more time consuming for everyone
- will likely push some people to go by car.

My humble suggestion to you is that you ask the ebike providers to program into their systems where ebikes cannot be parked - these restrictions already exist and already programmed in for specific areas in London. That way:

- you don't have to paint and "police" the parking bays
- people have more freedom to park them in acceptable places outside the designated parking bays
- and you always have the freedom to update, up or down, the actual areas in response to reasonable resident requests, say, once a year

Best of luck. Ebikes for hire are great!

Support in Part Two

These comments apply to all the parking bays being converted to e-bike parking spaces. How will the new e-bike bays stop people leaving bikes anywhere on the pavement as they do now? What penalty will there be for people who continue to leave them on the pavement and how will it be levied? Shouldn't the hire companies be made responsible to go round and collect the bikes, as they know where they are? People may use the e-bikes for short journeys, I

can't imagine people giving up their cars to use e-bikes. The loss of so many parking spaces will put even more strain on those that remain. People pay for their Residents' Permits and, already, more permits are sold than there are available spaces, so this proposal is not fair to them. In summary, those who leave their bikes where they get off them won't change their habits. Residents will be forced to struggle even more for parking, and the Council will continue to collect revenue from permits and fines from people who feel forced to park in empty or under-used e-bike bays. Rather than apply this scheme wholesale and risk a potentially expensive disaster, please trial it in a couple of areas first to see whether it actually works.

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

Support in Full Two

I am submitting this consultation response in a personal capacity.

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

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

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

Objection One

The residents parking on melbury road is already limited. During the weekends and the spring and summer, there already is not adequate parking. We are a very residential road full of young families and the introduction of a bike parking bay will cause unnecessary noise and litter. It will also create a security risk as opportunistic burglars will have easy access to get bicycles to get away.

Objection Two

The residents parking on melbury road is already limited. During the weekends and the spring and summer, there already is not adequate parking. We are a very residential road full of young families and the introduction of a bike parking bay will cause unnecessary noise and litter. It will also create a security risk as opportunistic burglars will have easy access to get bicycles to get away.

Objection Three

The residents parking on melbury road is already limited. During the weekends and the spring and summer, there already is not adequate parking. We are a very residential road full of young families and the introduction of a bike parking bay will cause unnecessary noise and litter. It will also create a security risk as opportunistic burglars will have easy access to get bicycles to get away.

Objection Four

As a resident of Melbury Rd, I am very much aware of traffic. The bike idea is great but I fear this particular location could be quite dangerous.

This location chosen is on a tight corner. Melbury Rd and Abbotsbury Rd are used as a "cut through". And, there is no limit as to the size of lorries that are allowed to use this residential road.

May I ask you to consider a much safer location only a few meters away?

The lower end of Melbury Rd is a one way road with a bicycle lane entering it from the junction mentioned above. If the bicycles were stationed on this quiet lower section of Melbury Rd, the chances of an accident happening would be negligible in comparison to the main busy junction proposal. I am referring to the section to the West of the garage entrance for Kingfisher House and on the same side of the road as on the plan. Separately, I am sending in photographs of the suggested area.

Quite often, huge buses and lorries are not able to pass each other at the junction of Melbury Rd and Abbotsbury Rd. One or the other has to back up to allow the other vehicle to get by. Or, they are so large, when heading East towards the High Street, that they simply have to wait until no vehicles are heading West to proceed. They then take a wide turn exactly where this bike location is planned. Again, I have taken a few photographs that are quite descriptive of what I am pointing out.

My suggestion is for the ebike position to be placed is where the sand and works area is- the bottom photo

Objection Five

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Objection Six

The sighting of an e-bike dock is ill considered. The first being it is on the corner of the right turn into Abbotsbury Road where large vehicles have to move over to the left to make the turn when oncoming traffic is turning into Melbury Road. Only yesterday there was an accident, it is a busy and dangerous corner.

It is to be insensitively located in front of a Grade 2 listed house of historical significance, when it could in a safer position, and not be in the front of a house on the one way section of Melbury Road. Better still on the left of Abbotsbury Road where there is a long wall.

Support in Part One

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