

## **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 NOTTING DALE 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 Notting Dale ward, with a recommendation on how to proceed for each proposal.

### **2 RECOMMENDATIONS**

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

### **3 BACKGROUND**

- 3.1 The parking of rental e-bikes on narrow footways can cause a nuisance to residents, particularly where the footway is obstructed for those using wheelchairs or buggies. To address this, the Council has proposed to create dedicated parking bays for use by e-bike hire operators and their customers in existing parking bays across the borough. This will allow the Council to bring more control 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 nine locations in Notting Dale 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, 62 responses were received. Table 1 summarises the responses received and the recommendation on how to proceed. Whilst officers did not agree with the objections in relation to the Whitchurch Road location, the Council's Housing team has requested that an alternative location is sought as the proposed location is used throughout the day to pick up and drop off materials to the void and refurbishment store underneath Hurstway Walk. Officers therefore recommend that we do not proceed with this location. For those proposals that officers are recommending should proceed, section 5 provides officer responses to the issues raised.
- 4.3 Following consultation, a number of comments were received from Cllr Simmons concerning the proposal on Lancaster Road (Appendix 10). The Director for Transport and Regulatory Services considered these objections and has decided to proceed with the proposal.

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

<b>Scheme</b>	<b>No. Objections</b>	<b>No. Support in Part</b>	<b>No. Support in Full</b>	<b>No opinion</b>	<b>Comment</b>	<b>Recommendation</b>
Avondale Park Road	1	1	5	0	0	Proceed
Clarendon Road	1	1	5	0	0	Proceed
Darfield Way	0	1	5	0	0	Proceed
Freston Road	0	1	5	0	0	Proceed
Lancaster Road	0	1	5	0	0	Proceed
Portland Road	0	2	6	0	0	Proceed
Stoneleigh Place	1	1	5	0	0	Proceed
Walmer Road	1	1	5	0	0	Proceed
Whitchurch Road	2	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
Avondale Park Road	1	0	1	0	0	1
Clarendon Road	0	0	1	0	0	2
Darfield Way	0	0	1	0	0	1
Freston Road	0	0	1	0	0	1
Lancaster Road	0	0	1	0	0	1
Portland Road	0	0	1	1	0	1
Stoneleigh Place	0	0	2	0	1	1
Walmer Road	0	1	1	0	0	1
<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>9</b>

5.2 Officer responses to the issues raised are detailed below:

#### **Loss of parking space**

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

#### Officer Response

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

#### **Install the e-bike bay in an alternative location**

- 5.5 One respondent to the Walmer Road proposal proposed an alternative location further north on Walmer Road, saying the carriageway width is insufficient.

Officer Response

- 5.6 The dockless rental e-bike operators are only willing to restrict their customers to the proposed parking bays if they are reasonably well distributed so that a user never has to walk too far to pick up or drop off an e-bike. Officers select each location with this objective in mind. The proposal would not reduce the carriageway width below what is currently available.

**Enforcement of rental e-Bike schemes**

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

Officer Response

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

**Rental e-Bikes left on footways**

- 5.7 One respondent objected to the proposals on the basis that e-bikes are a nuisance and often left on footways.

Officer Response

- 5.8 The main objective of the e-bike bays is to address this problem of rental bikes being left in inconvenient positions on footways. The proposals are intended to provide designated parking spaces for rental e-bike customers and once implemented, the operators will be guiding customers to these bays, with warnings and fines in place for non-compliance.

**Object to principle of rental e-bikes**

- 5.9 One respondent 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.**

	<b>Comment</b>	<b>Officer Response</b>
1	Some parts are quite narrow, e.g. the Dulford Street end. It should not be put near to the Premier store either or at that row as shops, as will just encourage more ASB, e.g. youths sitting and congregating, blocking the entrance. [Clarendon Road proposal]	The e-bike parking bay is proposed on the large footway at the junction of Clarendon Road and Cornwall Crescent, therefore there is no impact on carriageway widths. There is no reason to think that the presence of e-bike parking bays encourages anti-social behaviour.
2	Scheme should be trialled in a couple of areas to see whether it works [All proposals]	Since June 2021, the Council has been part of the London rental e-scooter trial which uses designated parking bays as the only places e-scooters can be parked. Officers have observed high compliance with parking of these vehicles and therefore believe that a similar approach can be adopted for rental e-bike parking bays, without the need for a further trial.

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

### Objection One

Depends on which part of the road, some parts are quite narrow, eg the DULFORD Street end. It should not be put near to the Premier store either or at that row as shops, as will just encourage more ASB, eg youths sitting and congregating, blocking the entrance.

### Support in Part One

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

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

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

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

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

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

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

for them so even the most well meaning users who leave the bikes between parked cars or in the carriageway also end up causing unintended inconveniences and risks. Designated cycle hire bays would address the vast majority of current issues associated with dockless hire bike schemes.

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

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

Carriageway cycle bays:

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

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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

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

### **Support in Full Four**

I 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 Avondale Park Road

### Objection One

There's already a lack of parking spaces, adding these new e-bike parks will cause an even more decrease of parking spaces for cars. It's hard to fine one as it is!

### 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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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.

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

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

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

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

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

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

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

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

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

Carriageway cycle bays:

1. Provide convenient designated locations for hire users

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

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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

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

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

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

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

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

## Appendix 5: Responses received for proposed e-bike bay in Lancaster Road

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

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

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

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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.

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

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

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;

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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 6: Responses received for proposed e-bike bay in Portland Road

### Support in Part One

This would be OK .as long this bikes would be pared there.

at the moment i find them parked or lying on the floor from Kensington sports center any where .I think they can be a real nusense

### 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;

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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.

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

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

I am submitting this consultation response in a personal capacity.

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### **Support in Full Three**

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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**

Please add more ! I totally support this move. There are c. 30,000 spaces for cars in the borough. Converting 164 for bikes is a start, but please do more - thank you !

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

### Objection One

The more there is the more issues I encounter. I am a wheelchair user and everyday I am unable to go along pavements I use to be able to travel by. There were 15 dumped Uber rental bikes dumped on my estate the other day with 4 across the pavements on the estate. The council have no control over the riders, have no resources to "police" these issues.

Sight loss, disabled are targeted once again by authorities who have no duty of care for the most vulnerable residents. Get rid of these bikes DONT ADD MORE people don't care either and these so called docking spaces will not tackle the huge growing problem.

I also know my words here will have no impact whatsoever and the council will do what it usually does, asks for our opinions, then does what it wants to

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

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

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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**

I am submitting this consultation response in a personal capacity.

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

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

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

### **Support in Full Three**

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

### **Support in Full Four**

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

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

**Support in Full Five**

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

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

### Objection One

There is already a large bike hire docking bay and escooter bay opposite number 22 hippodrome mews by the southern gate into the park and this bit of road gets congested due to cars waiting to allow cars coming down `hippodrome Place (only wide enough for one car), so I suggest the bay in Walmer Road is in the bay by the next gate into the Park (opposite 1 Hippodrome Road on Walmer Road)

### Support in Part One

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

### Support in 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;

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

### Objection One

There is already a reduction in the number of parking spaces available specifically on that stretch of the street, because of the emergency boiler positioned there in lieu of the estate's communal boiler under Grenfell Tower. but also around there generally since the estate's garages have been closed since the fire in Grenfell. Also, many deliveries to the estate are failing because vans are finding nowhere to stop for the time it takes to deliver to a finger block as it is. If you reduce the options further, the estate will become even more difficult to access.

### Objection Two

a, Whitchurch road, is already narrow with the maximum of car parking spaces.

b, residents don't use these bikes.

c. There are already two double hire bike bays within a thousand metres of each other.

d, these bikes already get left every where .. abandoned for days And are a hazard

f. They're is barely enough carparking spaces in the RBKC. & Almost all the car parks that were have been eaten up by buildings/developments private and public.

G. If, we have underground parking at affordable prices there's a solution!

This is a residential area, with at least 4schools of different age levels...so;

Parents pick up children by cars mostly.

### 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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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;

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2. Providing dedicated parking bays off the pavement improves the safety for pedestrians and for those hiring bikes as they will have designated spaces
3. In a borough where the majority of households do not have access to a motor vehicle, meeting the needs of those wishing to not travel by car and repurposing some kerb space dominated by parked cars is fairer and goes towards meeting the needs of more RBKC residents and visitors

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## Appendix 10 – Comments received from Cllr Simmons

<p><b>Notting Dale – Cllr Claire Simmons</b></p> <p>I have comments as follows:</p> <ol style="list-style-type: none"><li>1. My written objection to the Lancaster Road parking bay and proposed alternative suggestion have not been included in the report. May I ask could this please be included?</li><li>2. To what extent does the formal campaigning organisation Better Streets represent the residents of Notting Dale, and should their professional and generic submission be weighted accordingly?</li><li>3. I note that many of the submissions listed in the Appendices by Scheme are generic responses not specific to the Scheme in question.</li><li>4. Which of the responses for each Scheme were from “residents living near the proposals”?</li></ol> <p>As you know, and as respondents have pointed out, parking spaces are in short supply in this densely residential ward, and it is the immediate local residents (and their carers and service providers) who will be most impacted by these proposals, not a professional campaigning group.</p> <p>May I also ask, will the dockless bike/scooter operators be paying for the cost and use of these schemes as has been agreed in the neighbouring borough? It certainly does not seem fair (or best value for the council) for these private companies to profit at public expense. I would be grateful for further information/clarity on this point.</p> <p>[Additional comments]</p> <p>Many thanks for getting back to me so quickly, and for your responses.</p>	<p>Officers did not treat the initial email prior to consultation as objection as it did not appear to be an objection (see email of 7 February)</p> <p>Officers must treat all responses received to consultations equally and with an open mind. It is not unusual for other groups, such as residents’ associations to campaign locally too. Particularly when a consultation is by way of statutory traffic order, officers must apply a response received to all or multiple locations as per the respondents’ request in order not to be legally challenged later. Officers treated a residents’ ‘support in part’ and other ‘support in full’ responses similarly and applied to all locations. Responses not applied to all locations are generally from those living near the relevant proposal(s).</p> <p>These bays are for dockless rental e-bikes only, not rental e-scooters. They will be making a financial contribution to the Council once the bays are in place. We do not know how much this will be yet as it depends on the outcome of the consultation and how many bays we are able to provide.</p> <p>Users of e-bike schemes must be 18 years or older, so a fair proportion of Kensington Aldridge Academy pupils should not be using rental e-bikes and a e-bike parking bay here may encourage under-age use.</p> <p>At this stage officers are asking for comments from ward Councillors to be shown to the Director of Transport and Regulatory services who will consider them alongside the report from the consultation before making the decision(s)</p>
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1. Yes please, if possible, I would like my response, comments and suggestion regarding the proposed bay on Lancaster Road [see email below from 7 February] to be included in your analysis and reporting. If it can't be included in the consultation responses, I would like for it to be noted somewhere in the report – given that we were asked to comment.
2. Notwithstanding statutory requirements, it still is not clear to what extent “Better Streets” represent the residents of Notting Dale. I would hope that legislation protects the views of residents living near the proposals from being drowned out by the agendas of large campaigning groups who may or may not be living locally to the proposals.
3. Thank you for your explanation here, much appreciated.

**Email from 7 February 2023**

I see that these proposals would entail the loss of 9 resident parking bays in the ward, close to blocks where residential density corresponds to high demand for car parking spaces. I expect feedback from residents will indicate how much of a problem this might be, and at which of the proposed sites.

I wonder whether an area between KLC and KAA might be a possible alternative to the Lancaster Road proposed site. This is an area where the bikes are routinely dumped anyway, and I know that pupils from KAA do use the bikes, so it would be more convenient for them (and leisure centre users) to site the bike parking there. I think this would also send a helpful message and encourage use of other bike parking sites.

Please do keep us updated of the consultation responses and especially any objections.