

**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  
PEMBRIDGE 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 Pembridge 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 seven locations in Pembridge ward. Residents living near the proposals received letters signposting them to the consultation and the consultation was available on the Council's consultation and

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

- 4.2 In total, 63 responses were received. Table 1 summarises the responses received and the recommendation on how to proceed.

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

Scheme	No. Objections	No. Support in Part	No. Support in Full	No opinion	Comment	Recommendation
Chepstow Crescent	4	4	6	0	0	Proceed
Kensington Park Gardens	1	1	5	0	0	Proceed
Kensington Park Road - C	2	1	5	0	0	Proceed
Kensington Park Road - D	1	1	5	0	0	Proceed
Ladbroke Terrace	3	1	5	0	0	Proceed
Pembridge Place	3	1	5	0	0	Proceed
Pembridge Square	3	1	5	0	0	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	Other
Chepstow Crescent	0	0	5
Kensington Park Gardens	1	0	1
Kensington Park Road - C	0	1	2
Kensington Park Road - D	1	0	1
Ladbroke Terrace	0	0	3

Pembridge Place	0	0	4
Pembridge Square	0	0	4
<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>20</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 suggested an alternative location for the proposed Kensington Park Road – C location, stating that ‘space has already been made in the centre of the road for motor bikes and e-scooters. Additional e-bike spaces could therefore easily be made in the centre of the road either by forming part of the space already so designated or by extension to it.’

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 to meet this objective. Officers considered this suggestion but concluded that the parking space identified in the centre of Kensington Park

Road is well used by motorbikes and e-scooters. The road width at this point of Kensington Park Road don't allow for the extension of this mid-carriageway parking area.

### Other comments

5.7 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	This corner of Chepstow Crescent apart from being really narrow and is one of the most transited pavements of people going from the NH Gate station and is quite a busy traffic road with constant traffic and cars stopping in this junction. [Chepstow Crescent proposal]	The proposal is to put the bay in the carriageway not on the footway so there will be no obstruction to pedestrians. As the proposal is in an existing parking bay, there will be no greater more impact on traffic flows than exists when a car is parked here at present.
2	How does the impact on people's property prices come into the decision as I'm sure this type of parking will impact that. [Chepstow Crescent proposal]	There is no evidential basis on which to make such an assessment. In general, good access to transport services is regarded positively by homebuyers. Scope for avoiding sites close to residential property is limited in this area.
3	The proposed e-bike park replaces an existing bike rack area. [Chepstow Crescent proposal]	The proposal will not lead to a loss of existing cycle parking. The proposals will enable improvements against inconsiderate parking or rental e-bikes.
4	Ebikes are a major and growing public nuisance. They are a serious hazard for pedestrians and are frequently used illegally, on pavements etc.; they can be lethal. Paris has taken the right decision to ban them. [Chepstow Crescent proposal]	These plans are intended to reduce hazard to pedestrians by reducing footway parking. Paris has banned e-scooters but has not banned e-bikes. This Council has no legal powers to prevent companies operating.
5	1) the potential high security risk of trespassers or burglars using the stationary e-bikes to climb over the low garden railings and into the private Garden	Even with its kick-stand deployed, an e-bike would provide a very unstable means of climbing over railings. The bikes would be parked in the carriageway, not close to railings as the objector believes;

	<p>2) the increasing number of robberies in the properties on Kensington Park Gardens via the rear gardens which back onto Ladbroke Square Garden and the high likelihood that these are likely to further increase if e-bikes are parked against the garden's low railings thus allowing easy access/a foothold into the grounds, not forgetting injuries incurred.</p> <p>[Chepstow Crescent and Kensington Park Road – C proposals]</p>	<p>users are already free to take a bike from any location on the footway, where they will be closer to private property.</p>
6	<p>Is a narrow road with two way traffic, already congested at peak times. Is a busy intersection with people turning off/into holland park avenue. There are already a number of options to park e-bikes near by.</p> <p>[Ladbroke Terrace proposal]</p>	<p>As the proposed parking bay is currently used for car parking, there is no reason to believe the proposal will cause any more obstruction to traffic than a car parked here at present. Being a busy two-way roads doesn't rule out siting an e-bike parking bay here.</p>
7	<p>This will only work if punishments are given to those who ignore rules as to proper parking of cycles and scooters. It is so anti social the way users just dump bikes and scooters blocking the way for other pavement users.</p>	<p>These proposals are designed to reduce anti-social parking, and our MOU include penalties for those who ignore the rules. It is noticeable that while rental e-bikes are often left blocking pavements, this is very seldom true of rental e-scooters, where users must use designated bays similar to those now proposed for rental e-bikes.</p>
8	<p>The pavement is pretty narrow here with large overhanging trees . With bikes parked as well it will make it hard to walk down the pavement.</p> <p>in addition, it seems a very unnecessary proposal to solve a problem that does not really exist around this location.</p> <p>[Pembroke Place proposal]</p>	<p>The proposal is not to use the footway. We are seeking to provide a wide network of parking bays, to improve compliance.</p>
9	<p>These bikes are a menace. They are owned by private companies who are profiteering. The people</p>	<p>Whilst owned by private companies, these bikes provide a useful and popular service, in the</p>

	<p>on the bikes often drive dangerously.</p> <p>[Pembridge Place proposal]</p>	<p>same way as car clubs. We have no evidence that people ride rental e-bikes more dangerously than privately owned cycles.</p>
10	<p>This is already an incredibly busy street for bus and car traffic, plus many Wetherby school children and parents coming back and forth to drop off and pick up their children twice a day. Adding an ebike parking space makes very little sense given the multitude of other locations off of Pembridge Villas that are available.</p> <p>[Pembridge Place proposal]</p>	<p>As the proposed parking bay is currently used for car parking, there is no reason to believe the proposal will cause any more obstruction to vehicle or pedestrian traffic than a car parked here at present. We are seeking to provide a wide network of parking bays, which are likely to be used most in busy streets.</p>
11	<p>My main concern is that THERE ARE SIMPLY TOO MANY competing e-bike companies, which results in a mass of bikes all over the pavement.</p> <p>[Pembridge Square proposal]</p>	<p>The Council has no legal powers to prevent rental e-bike companies from operating. Where there are uncontrolled 'virtual bays' potentially at this location, this proposal will eliminate them and reduce the number of bikes parked inappropriately.</p>
12	<p>There are already 2 e-bike parking bays nearby. One round the corner from the library, the other near the tube station on Pembridge Gardens.</p> <p>[Pembridge Square proposal]</p>	<p>Some operators have set up 'virtual bays' in the borough and the Council has not sanctioned these bays. However, this proposal will require the operators to close down virtual parking bays and use the designated parking bays provided for them.</p>
13	<p>Is this on the pavement or the road? Concerns about too many bikes for rent contributing to noise and bikes left on pavement or in the road. Noise at night with drunks throwing bikes around. Also throwing food waste and other rubbish in planted wilderness garden.</p> <p>[Pembridge Square proposal]</p>	<p>As set out in the consultation, the proposal is to use the carriageway, not the footway. The Council is seeking to provide a wide network of parking bays, to ensure compliance. There is no reason to believe that rental e-bike parking bays would encourage noise or littering.</p>
14	<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</p>

		therefore believe that a similar approach can be adopted for rental e-bike parking bays, without the need for a further trial.
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## Appendix 1: Responses received for proposed e-bike bay in Chepstow Crescent

### Objection One

The proposed installation which is under consideration appears to be against the railings of Ladbroke Square Garden on Kensington Park Road. There are many concerns and objections to this proposal because of :

- 1) the potential high security risk of trespassers or burglars using the stationary e-bikes to climb over the low garden railings and into the private Garden
  - 2) the increasing number of robberies in the properties on Kensington Park Gardens via the rear gardens which back onto Ladbroke Square Garden and the high likelihood that these are likely to further increase if e-bikes are parked against the garden's low railings thus allowing easy access/a foothold into the grounds, not forgetting injuries incurred.
  - 3) the diligence of our staff who take great care to keep the perimeter of the Garden and the railings clear to make it impossible for people to jump over the railings into the private gardens in order to trespass/carry out robberies on local properties/users. E-bikes parked here will make it very easy for trespassers/robbers to climb into the private Garden
  - 4) RBKC in Feb 2019 agreed with the Ladbroke Square Garden Committee that the pavement on Kensington Park Road is very narrow and street furniture should be discouraged. There is therefore less scope for moving the e-bike installation away and out from the railings without causing an obstruction to pedestrians and disabled users.
  - 5) because the pavement is narrow the e-bikes must be fixed some distance from the railings so that essential repairs and maintenance (hedge & tree cutting; painting etc) can be carried out by the Ladbroke Square Garden horticultural, maintenance and arboricultural team
  - 6) If the e-bikes are not fixed a good distance from the garden's railings, the bikes will be used as a step up over the railings into the Garden
  - 7) Security of the Garden is a high priority for the Garden Committee and myself as Secretary and having a step-up potentially so close to the railings will jeopardise security. This proposed installation would undoubtedly weaken these efforts for which the Council would be responsible.
  - 8) The railings which form the perimeter of the Garden also surround the Gardener's Cottage and many private homes which back on to the Garden. There are already problems with break-ins on Kensington Park Gardens and these properties which are accessible from Ladbroke Square Garden will be put at higher risk.
  - 9) The Committee has never allowed bicycles to be attached to any of its railings (there are signs on the Ladbroke Square side) as these encourage people to step up onto the seats and climb into the private Garden.
  - 10) Kensington Park Road is one of the main Carnival pedestrian routes and the installation of the E-Bikes here will cause further obstruction if left in situ. Furthermore, we already suffer with the eyesore of a sweepers bin already at this same location (usually overflowing with rubbish . Encouraging more street furniture here will be a further eyesore and detriment to a pleasant street
- Please could you very kindly advise if our local Neighbourhood Watch team and Police have been consulted about this proposal. Members of the Garden Committee are willing to meet at the proposed location with the Sustainable Travel Team to discuss our concerns and seek resolution.
- Apologies if the concerns expressed in our response ID is ANON-ZWEU-EU56-G misunderstood that the e-bikes installation under reference S549 is proposed for 5meters of residents parking opposite Latimer House on 54 Kensington Park Road. Please could you very kindly confirm?



If this is the proposed location; has the team considered utilising one of the controlled bays instead as parking for residents can be quite difficult most of the time.

#### **Objection Two**

While this proposed space is not outside my property, I do wonder how it will impact on other peoples properties if the bikes are all over the floor or parked unevenly. How does the impact on people's property prices come into the decision as I'm sure this type of parking will impact that. Is there any scope to put these on sites where it doesn't end up being directly to the front of people's properties?

#### **Objection Three**

It will increased dangers to pedestrians, who already have to face threats from selfish and aggressive cyclists and scooter riders on the pavements; it will exacerbate parking problems. Some residents are disabled and not able to ride bikes or to walk easily - to get to hospital and clinic appointments they have to go by car. There are a lot of tourists who don't know how to negotiate driving-on-the-left traffic, and who think they are in some kind of theme park. It will add to noise and nuisance.

#### **Objection Four**

Ebikes are a major and growing public nuisance. They are a serious hazard for pedestrians and are frequently used illegally, on pavements etc.; they can be lethal. Paris has taken the right decision to ban them. Residents' car parking is scarce in this area and taking some out to encourage delinquents to endanger the elderly is lunacy.

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

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

#### **Support in Part Two**

While this proposed space is not outside my property, I do wonder how it will impact on other peoples properties if the bikes are all over the floor or parked unevenly. How does the impact on people's property prices come into the decision as I'm sure this type of parking will impact that. Is there any scope to put these on sites where it doesn't end up being directly to the front of people's properties?

#### **Support in Part Three**

Heavy traffic at high speeds trough the roundabout. Cars and mopeds do not respect speed limit on Chepstow Crescent. Its allready a congested street at peak times. What will the council do to ensure the ebike space will not congest the street?

#### **Support in Part Four**

The proposed e-bike park replaces an existing bike rack area. Your picture showing a proposed e-bike park shows white lines on the pavement but no racks (obviously racks are not needed). So, people who ride their own bikes, and currently park in those existing racks, will lose their parking places. Will the racks be moved elsewhere? I agree that e-bike parking needs to be tightened up as presently they are left abandoned all over the place. As a trustee of a visual impairment charity (The Powell Family Foundation) I know what a menace these abandoned bikes are for those with a visual impairment. Are there any plans to fine people who continue to park inconsiderately? Their details can presumably be easily traced via the bike hire companies.

#### **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.

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

[No comments supplied]

## Appendix 2: Responses received for proposed e-bike bay in Kensington Park Gardens

### Objection One

Having paid Council Tax and for a parking permit I strongly oppose this siting of an E-bike parking bay in order for the commercial propagation of such vehicles, which are primarily used by non-residents.

Contrary to your publicity, this proposed site is not adjacent to communal gardens, but outside 44, 45 & 46 Kensington Park Gardens, all three properties being divided into flats with only four parking bays, one of which is already a charging point and the loss of a further Residents Parking Bay is unreasonable. Your enthusiasm for support for E-bikes is not shared by residents for, unlike walking or 'Boris' bikes, there is no exercise benefit and the behavior of their users is often both dangerous and without regard to other road, or indeed, pavement users.

The location you have chosen is detrimental to the Conservation Area and the Listed Terrace and the siting at the narrowest point in the road by a junction demonstrates a supreme lack of imagination as to the dangers of choosing this as a designated area to dump these vehicles.

### Support in Part One

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

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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

#### Objection One

The proposed installation which is under consideration appears to be against the railings of Ladbrooke Square Garden on Kensington Park Road. There are many concerns and objections to this proposal because of :

- 1) the potential high security risk of trespassers or burglars using the stationary e-bikes to climb over the low garden railings and into the private Garden
  - 2) the increasing number of robberies in the properties on Kensington Park Gardens via the rear gardens which back onto Ladbrooke Square Garden and the high likelihood that these are likely to further increase if e-bikes are parked against the garden's low railings thus allowing easy access/a foothold into the grounds, not forgetting injuries incurred.
  - 3) the diligence of our staff who take great care to keep the perimeter of the Garden and the railings clear to make it impossible for people to jump over the railings into the private gardens in order to trespass/carry out robberies on local properties/users. E-bikes parked here will make it very easy for trespassers/robbers to climb into the private Garden
  - 4) RBKC in Feb 2019 agreed with the Ladbrooke Square Garden Committee that the pavement on Kensington Park Road is very narrow and street furniture should be discouraged. There is therefore less scope for moving the e-bike installation away and out from the railings without causing an obstruction to pedestrians and disabled users.
  - 5) because the pavement is narrow the e-bikes must be fixed some distance from the railings so that essential repairs and maintenance (hedge & tree cutting; painting etc) can be carried out by the Ladbrooke Square Garden horticultural, maintenance and arboricultural team
  - 6) If the e-bikes are not fixed a good distance from the garden's railings, the bikes will be used as a step up over the railings into the Garden
  - 7) Security of the Garden is a high priority for the Garden Committee and myself as Secretary and having a step-up potentially so close to the railings will jeopardise security. This proposed installation would undoubtedly weaken these efforts for which the Council would be responsible.
  - 8) The railings which form the perimeter of the Garden also surround the Gardener's Cottage and many private homes which back on to the Garden. There are already problems with break-ins on Kensington Park Gardens and these properties which are accessible from Ladbrooke Square Garden will be put at higher risk.
  - 9) The Committee has never allowed bicycles to be attached to any of its railings (there are signs on the Ladbrooke Square side) as these encourage people to step up onto the seats and climb into the private Garden.
  - 10) Kensington Park Road is one of the main Carnival pedestrian routes and the installation of the E-Bikes here will cause further obstruction if left in situ. Furthermore, we already suffer with the eyesore of a sweepers bin already at this same location (usually overflowing with rubbish . Encouraging more street furniture here will be a further eyesore and detriment to a pleasant street
- Please could you very kindly advise if our local Neighbourhood Watch team and Police have been consulted about this proposal. Members of the Garden Committee are willing to meet at the proposed location with the Sustainable Travel Team to discuss our concerns and seek resolution. Apologies if the concerns expressed in our response ID is ANON-ZWEU-EU56-G misunderstood that the e-bikes installation under reference S549 is proposed for 5meters of residents parking opposite Latimer House on 54 Kensington Park Road. Please could you very kindly confirm? If this is the proposed location; has the team considered utilising one of the controlled bays instead as parking for residents can be quite difficult most of the time.

#### Objection Two

I live at [redacted], and refer to the proposed removal of two resident parking Bays opposite Latimer House for the purpose of providing ebike slots.

I object to this proposal for the following reasons:

1. As it is, there are insufficient resident parking bays in KPR to accommodate resident parking requirements. In addition to the separate houses such as mine, there are residential housing blocks of flats, namely, Latimer House and Princes House.
2. KPR is quite a wide road near to the proposed removal of resident car parking spaces and space has already been made in the centre of the road for motor bikes and e-scooters. Additional ebike spaces could therefore easily be made in the centre of the road either by forming part of the space already so designated or by extension to it.

### **Support in Part One**

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

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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

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

### **Support in Full Four**

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

##### Objection One

I am a keen cyclist but nevertheless object to this location for eBikes for various reasons as follows:-

1. Just round the corner in Chepstow Villas there are 24 Santander bikes slots so local residents have lost that slot for parking just close to the proposed new location
2. The military residents of Latimer House which is opposite the proposed location are constantly on the move by reason of their job. Never a month doesn't go by without the frontage from my house - 56 Kensington Park Road- to the end of Latimer House being blocked for removal vans resulting in a loss of 5/6 car spaces. Many many is the time that I drive round and round the area looking for a place to park. The loss of 2 spaces opposite Latimer House would cause this problem to occur most of the time.
3. Though Latimer House has considerable on site parking the spaces are rarely occupied, I assume because it is more convenient for residents to park on the road. I look down on an empty car park at the back of Latimer House and they won't let them out to non residents.
4. In Kensington Park Road we have Princes House, Buckingham Court and one other large mansion block each containing many many tens of residents none of whom have on site parking. This results in far greater pressure on car spaces in this road than neighbouring roads such as Kensington Park Gardens which only has the one very small block at the end adjoining Ladbroke Grove. I think there are merely 6-8 flats in this block
5. In my view the Council should create more parking spaces such as we have for motorbikes and eScooters in the middle of the road for these eBikes. Not only do I think it more likely that they would be used by eBike users but it would have a significant impact on road racers which still features on this long road especially at night despite the new 20 mile an hour limit ( which as a chronic asthma sufferer I wholly applaud)

##### 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.

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8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel

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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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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 5: Responses received for proposed e-bike bay in Ladbroke Terrace

### Objection One

Ladbroke Terrace is not appropriate as the roadway is a busy thoroughfare with, currently, cars parked on both sides thereby making it difficult for the traffic heading north and south to negotiate the road. An electric bike park, unless, the bikes are parked very neatly (which is unlikely) will make the situation for cars negotiating the road worse.

My other concern is how well these bike parking bays will be “policed” and kept tidy / emptied frequently enough, plus how the dumping of bikes elsewhere on the pavements will be properly “policed”.

### Objection Two

Is a narrow road with two way traffic, already congested at peak times. Is a busy intersection with people turning off/into holland park avenue. There are already a number of options to park e-bikes near by.

### Objection Three

this specific part of the street is most congested and there have been numerous accidents due to lack of enough parking and people jamming in off of the main road especially due to schools. with an e-bike parking space here, it will greatly reduce the resident bays and add noise and congestion in an area that has had quite enough. with the new hotel going up and an increased flow from there, i think it is highly unfair to lump this on to the local residents. why not put it nearer the tube like it is in holland park; or behind the hotel using some of the alley way or on a wider street. Please do not put one here. thanks  
i have completed the survey but am unsure if I should always write to you. I object to the Bike bay being proposed on Ladbroke Terrace mostly due to the already existing congestion we have on that street. I have written before with reference to numerous accidents that occur as there are too many cars/vans going up and down especially during school season. Adding a bike bay to this specific area will only increase footfall and congestion of an additional sort. Why not put it closer to the tube like it is in Holland park or behind the hotel and NOT on this small bit of residential area that already lacks enough parking spaces for residents. The church and now the hotel and the shops increase the number of people using this specific street and a bike bay will not be welcome. Thanks

### 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.

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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

4. Improve pedestrian experience and safety
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#### **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 Pembridge Place

### Objection One

The pavement is pretty narrow here with large overhanging trees . With bikes parked as well it will make it hard to walk down the pavement. in addition , it seems a very unnecessary proposal to solve a problem that does not really exist around this location.

### Objection Two

These bikes are a menace. They are owned by private companies who are profiteering. The people on the bikes often drive dangerously.

### Objection Three

This is already an incredibly busy street for bus and car traffic, plus many Wetherby school children and parents coming back and forth to drop off and pick up their children twice a day. Adding an ebike parking space makes very little sense given the multitude of other locations off of Pembridge Villas that are available.

### 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 7: Responses received for proposed e-bike bay in Pembridge Square

### Objection One

My main concern is that THERE ARE SIMPLY TOO MANY competing e-bike companies, which results in a mass of bikes all over the pavement. This location is already used to park up to 20 e-bikes – an eyesore and hazard in themselves – which then appear directly outside the entrance to our building (number 35) and all around the square in the middle of the pavement.

I don't see how making this an official location will solve the problem. Whoever moves these bikes simply dumps them wherever they feel like it. And this is in addition to the clutter of e-scooters... Who will monitor parking? No one monitors bikes and scooters on the pavements now! I'm all for fewer cars and more active travel – BUT WHY DO WE NEED SO MANY COMPETING COMPANIES?!

Living in a tourist hotspot already brings many challenges to residents here in terms of noise and littering. There are already e-bike parking areas on Pembridge Road and close to the Tube station. Please don't bring them further into this residential area.

### Objection Two

There are already 2 e-bike parking bays nearby. One round the corner from the library, the other near the tube station on Pembridge Gardens. The proposed location already has a motorbike park. What was a quiet road is now becoming too busy!

### Objection Three

Is this on the pavement or the road? Not clear. How many slots? Also not clear. Concerns about too many bikes for rent contributing to noise and bikes left on pavement or in the road. Noise at night with drunks throwing bikes around. Also throwing food waste and other rubbish in planted wilderness garden which will be a target, as it is now, for passing littler bugs. This is a very busy rat run for construction traffic and speeders. What we really need here are speed bumps to control the constant v fast traffic. This Square also has 3 schools on the south side of the square. The amount of drop offs and pick ups for these schools is already an impediment to all traffic, pedestrians and resident's cars. Long queues of big SUVs blocking both sides of the square. A menace to all. Not a suitable placement for e-bike disruption. There is enough already. 20mph is ignored, also a danger with school children and us, the lowly residents. Bring on speed bumps. Please.

### 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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