

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
QUEEN'S GATE 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 Queen's Gate 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 eight locations in Queen's Gate 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 78 responses were received. Table 1 summarises the responses received and the recommendation on how to proceed. Officers did not agree with the objections in respect of six of the eight sites with objections or support in part responses, and the reasons for this are set out in Section 5. Having considered the objections to the Elvaston Place and Kelso Place proposals, officers are recommending not to proceed.

Table 1 – Summary of responses received.

Scheme	No. Objections	No. Support in Part	No. Support in Full	No opinion	Comment	Recommendation
Cornwall Gardens	0	1	6	0	0	Proceed
Elvaston Place	8	1	6	0	0	Do not proceed
Grenville Place	1	1	6	0	0	Proceed
Kelso Place	8	1	7	0	0	Do not proceed
Kensington Court	1	1	6	0	0	Proceed
Queen's Gate	0	1	6	0	0	Proceed
Queen's Gate Place	1	1	6	0	0	Proceed
Victoria Road	0	1	6	0	0	Proceed

5 CONSIDERATION OF OBJECTIONS

- 5.1 Appendix 1 lists the responses received to each location in full. Officer responses to the issues raised are detailed below:

Loss of parking space

- 5.2 One respondent each to the Grenville Place and Kensington Court proposals were concerned at the loss of car parking space to accommodate an e-bike parking bay.

Officer Response

- 5.3 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.

Other comments

5.4 Table 2 lists comments received sitting outside of the above themes, alongside officer responses.

Table 2 – 'Other' comments and officer responses.

	Comment	Officer Response
1	<ul style="list-style-type: none"> - these shared cycles lay pretty idle for the 6 months of the year that typically have bad weather. - there is already an e-scooter bay opposite on Queens Gate near the Dana centre. - we have seen rather rowdy youths hanging by the e-scooter bay and do not wish to see more on Queens Gate Place which is a purely residential street. - that corner of Queens Gate Place and Queens Gate is already a busy corner with cars turning into Queens Gate with low visibility and often at high speed and so it's not safe to have cyclists attempting to cycle into/out of the bay. There are often families with young children crossing that entrance to Queens Gate Place, either to the schools at the southern end of Queens Gate or going upto Hyde Park. Having to watch out for cars 	<p>Evidence suggests there is high demand for rental e-cycles throughout the year.</p> <p>The rental e-scooter parking bays cannot be used for parking e-bikes.</p> <p>Anti-social behaviour can unfortunately, happen anywhere, including at any location where people may choose to leave their bikes, however officers believe the benefit to introducing e-bike parking bays outweighs the risk of this.</p> <p>Queen's Gate Place is a wide street with good visibility, the location suggested operates safely as a car parking space, there is no reason to think it can't be safely used for parking cycles.</p>

	<p>turning into Queens Gate Place is one thing, but then having to also watch out for cyclists will be like playing a dangerous game of 3D chess.</p> <p>[Queen's Gate Place proposal]</p>	
2	<p>Your proposal would remove a further two parking spaces for residents.</p> <p>[Kensington Court proposal]</p>	<p>The proposal is to replace one car parking space.</p>
3	<p>Scheme should be trialled in a couple of areas to see whether it works.</p> <p>[All proposals]</p>	<p>Since June 2021, the Council has been part of the London rental e-scooter trial which uses designated parking bays as the only places e-scooters can be parked. Officers have observed high compliance with parking of these vehicles and therefore believe that a similar approach can be adopted for rental e-bike parking bays, without the need for a further trial.</p>

Appendix 1: Responses received for proposed e-bike bay in Cornwall Crescent

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.

Support in Full Six

I am writing today in support of the proposal to assign dockless biking companies select parking spaces and prohibit the the parking of them outside of these designated areas. While I am in support of increasing cycling initiatives in RBKC as we all benefit from fewer cars on the road, and it is encouraging that there is an audience for a kind of cycling made easier and more accessible

with e-bikes, it is clear the experiment of leaving them dockless has been an utter failure. The companies have proven unwilling to police their customers and their customers have been unwilling to have the slightest care about where they dispose of these bikes - creating hazards for all residents of the borough and decreasing residential amenity as the pavement has been turned into an obstacle course that often must be navigated by going into oncoming traffic in streets, etc.

It is long past overdue for the borough to begin reigning in these unscrupulous operators more concerned with burning as much investor cash as possible to grow fast and hope their competitors go broke given they have no differentiating USP between them. This myopic view has left them being terrible corporate citizens and clearly in need of regulation at the borough and city-wide level. In consideration of the proposal the council should keep in mind these caveats: 1. These companies have been abusing public amenity for years now at this point. These spots are not being turned into generic bike racks for the benefit of the community. They are a reassignment of public space for corporate activity and like every other business in the world they should have to rent the square footage they are using. 2. A core part of the fabric and draw for both residents and tourists alike of RBKC is its historical footprint and architectural heritage. In many conservation areas residents and the council have worked together for generations to keep this fabric together and in balance with commercial activity. The same should apply to this commercial activity as well and these parking spots should not be allocated in any conservation areas.

3. If the Westminster experiment to confiscate the bikes has failed on legal grounds, then parking officials in this borough should be empowered to issue significant fines to these companies to encourage them to regulate their customers themselves. While these proposed parking spaces policy are a start, running the meter and allowing companies to further profit off their customer's bad behaviour isn't going to nudge them to correct the atrocious behaviour they have been engaged in since this fad as started. Should anyway have any doubts as to the extent of this issue in the borough, here is a small sampling of photos taken to show what residents have to deal with from just a couple streets in just the past few weeks. Additionally, they have been taken over the past few weeks when the amount of bikes (particularly Lime/Uber) in the Kensington High Street area have dropped 80-90% conveniently leading up to this comment period. In classic Uber fashion I would not be surprised if they were encouraging these same poorly behaving users through the app to astroturf this comments period.

Pavements, crossings, double yellow lines, taxi stands - anywhere any everywhere. The dockless bike experiment has failed and it is incumbent upon he council to begin to force good behaviour in those who cannot find it within themselves to be good citizens.

Appendix 2: Responses received for proposed e-bike bay in Elvaston Place

Objection One

It is a residential area and not a primary street, I think the installation should be on High Streets, commercial streets that do not affect the neighbourhood.

Objection Two

We realise the advantage of cycling in the borough however you seem to have chosen an extremely narrow part of Elvaston Place, which widens out as it approaches Queens Gate. Having reviewed your proposal and living opposite the proposed parking bay we have noted that there are safer and possibly more appropriate locations.

As you are aware, Queens Gate Terrace and Queens Gate Place are both significantly wider than Elvaston Place and may be more appropriate for the cycle bay.

Objection Three

Given the number of flats on Elvaston Place and nearby streets and especially the number of cars it is a daily problem to find a resident parking space in the area forcing residents on the street to park quite far away most of the times. There is a residents motorcycle permits only bay located at the corner of Elvaston Place with Gloucester Road which is used by only 1 vehicle and most of the time is empty that seems to be more fitted to be converted into a dockless bicycle parking bay. Furthermore, unfortunately people are not very polite and respectful and the suggested location of the bicycle bay will definitely create traffic problems as users of the e-bikes will not respect the boundaries of the parking space.

Objection Four

This is a rather narrow part of Elvaston Place. The road widens towards Queen's Gate. It could be a slightly dangerous site for a cycle bay due to quite busy traffic particularly during the day. Other sites would seem more appropriate.

Have you considered closing the central parking area here with elevated paving ?

Objection Five

There is no space on what is already a very busy and consistently congested street.

Objection Six

I believe this parking space should be at a busier street (a high street), not on a quieter neighbourhood street.

Many thanks!

Objection Seven

While cycling is to be encouraged, a narrow part of Elvaston Place seems to have been chosen which is of concern. Queens Gate Terrace and Queens Gate Place are wider than Elvaston Place so would be more appropriate for the proposed ebike parking space.

Objection Eight

I am concerned with the unnecessary loss of residents parking at the proposed ebikes parking lot at 20 Elvaston Place.

There is an unusually long 19 ft single yellow line at 20 Elvaston Place jnc Gore St. Outside 21 Elvaston Place jnc Gore St the syl is a more modest 4 ft.

The ebike park should utilise this excess area of syl to equalise the syl on both sides of Elvaston jnc Gore.

Fyi the Imperial college students / staff leave ebikes at the entrance to Imperial on Queen's Gate (WCC side) and also at the RBKC controlled central reservation bike hoop area between the pedestrian crossings over Queen's Gate. Have you looked at converting some of this space to ebike parking? The hoops often attract abandoned bicycles which we have to cut off regularly.

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 e-bikes, it is clear the experiment of leaving them dockless has been an utter failure. The companies have proven unwilling to police their customers and their customers have been unwilling to have the slightest care about where they dispose of these bikes - creating hazards for all residents of the borough and decreasing residential amenity as the pavement has been turned into an obstacle course that often must be navigated by going into oncoming traffic in streets, etc.

It is long past overdue for the borough to begin reigning in these unscrupulous operators more concerned with burning as much investor cash as possible to grow fast and hope their competitors go broke given they have no differentiating USP between them. This myopic view has left them being terrible corporate citizens and clearly in need of regulation at the borough and city-wide level. In consideration of the proposal the council should keep in mind these caveats: 1. These companies have been abusing public amenity for years now at this point. These spots are not being turned into generic bike racks for the benefit of the community. They are a reassignment of public space for corporate activity and like every other business in the world they should have to rent the square footage they are using. 2. A core part of the fabric and draw for both residents and tourists alike of RBKC is its historical footprint and architectural heritage. In many conservation areas residents and the council have worked together for generations to keep this fabric together and in balance with commercial activity. The same should apply to this commercial activity as well and these parking spots should not be allocated in any conservation areas.

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

Objection One

[redacted] who has no access to email or internet called to lodge an objection to the proposed bay on Grenville Place, she feels the location is unsuitable on the grounds that local parking space has been lost to other projects such as EV Charging and Bike hangars.

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.

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Support in Full Three

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

Support in Full Four

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

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

Support in Full Five

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

Support in Full Six

I am writing today in support of the proposal to assign dockless biking companies select parking spaces and prohibit the the parking of them outside of these designated areas. While I am in support of increasing cycling initiatives in RBKC as we all benefit from fewer cars on the road, and it is encouraging that there is an audience for a kind of cycling made easier and more accessible

with e-bikes, it is clear the experiment of leaving them dockless has been an utter failure. The companies have proven unwilling to police their customers and their customers have been unwilling to have the slightest care about where they dispose of these bikes - creating hazards for all residents of the borough and decreasing residential amenity as the pavement has been turned into an obstacle course that often must be navigated by going into oncoming traffic in streets, etc.

It is long past overdue for the borough to begin reigning in these unscrupulous operators more concerned with burning as much investor cash as possible to grow fast and hope their competitors go broke given they have no differentiating USP between them. This myopic view has left them being terrible corporate citizens and clearly in need of regulation at the borough and city-wide level. In consideration of the proposal the council should keep in mind these caveats: 1. These companies have been abusing public amenity for years now at this point. These spots are not being turned into generic bike racks for the benefit of the community. They are a reassignment of public space for corporate activity and like every other business in the world they should have to rent the square footage they are using. 2. A core part of the fabric and draw for both residents and tourists alike of RBKC is its historical footprint and architectural heritage. In many conservation areas residents and the council have worked together for generations to keep this fabric together and in balance with commercial activity. The same should apply to this commercial activity as well and these parking spots should not be allocated in any conservation areas.

3. If the Westminster experiment to confiscate the bikes has failed on legal grounds, then parking officials in this borough should be empowered to issue significant fines to these companies to encourage them to regulate their customers themselves. While these proposed parking spaces policy are a start, running the meter and allowing companies to further profit off their customer's bad behaviour isn't going to nudge them to correct the atrocious behaviour they have been engaged in since this fad as started. Should anyway have any doubts as to the extent of this issue in the borough, here is a small sampling of photos taken to show what residents have to deal with from just a couple streets in just the past few weeks. Additionally, they have been taken over the past few weeks when the amount of bikes (particularly Lime/Uber) in the Kensington High Street area have dropped 80-90% conveniently leading up to this comment period. In classic Uber fashion I would not be surprised if they were encouraging these same poorly behaving users through the app to astroturf this comments period.

Pavements, crossings, double yellow lines, taxi stands - anywhere any everywhere. The dockless bike experiment has failed and it is incumbent upon he council to begin to force good behaviour in those who cannot find it within themselves to be good citizens.

Support in Full Seven

No comments.

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

Objection One

Parking is already quite difficult in Kelso Place, with more cars than parking spaces. This action would worsen the situation. Also it is surprising no efforts were made to alert residents to these proposals (apart from notices attached to a lamppost), which were only published in mid April. Residents had only one month to respond. This smacks of trying to rush through changes to council rules without much consultation. Also why should the council and residents pick up the costs of accommodating e-bike operators? Surely, the onus should be on them to ensure customers, who rent their e-bikes, comply with RBKC rules?

Objection Two

Kelso place is a cul-de-sac which already has very limited residents parking (one side) and a commercial property at 27 which causes huge traffic problems now (ask enforcement and planning about the volume of residents complaints). Removing bays for a bike rack makes an intolerable situation even worse

Objection Three

This is not a street in which there have been any sightings of e-scooters - there are other streets in the area however which would be more appropriate, such as St Albans Grove/Stanford Road, southern end of Victoria Road and De Vere Gardens

Objection Four

The De Vere Conservation Area/Victoria Road Area Residents' Association Area is like a river system with Kelso Place being in a remote corner of the area with no demand for the use/parking of e-bikes. There is no evidence of need/demand. Another location should be sought closer to Kensington Road.

Objection Five

I strongly object to a bicycle area in Kelso Place as it is already very difficult to park there and we pay for the privilege to have this facility.

Objection Six

We shouldn't use normal car parking bays. It is very tricky to park a car in the area. Please use alternative space or other location.

Objection Seven

Ref Dockless Bikes/NS/S460d. Kelso Place I would like to object to this plan to install a bike station in this cul-de-sac. Bikes are better located in busier thoroughfares.

Objection Eight

It's a strange place - a bit out of the way. Maybe that's a good thing. While it seems to make sense to have a parking place rather than having them just dumped in the middle of the pavement as happens now.

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.

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

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

Carriageway cycle bays:

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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

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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.

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Support in Full Three

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Support in Full Four

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Support in Full Five

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

Support in Full Six

Will use the bikes !

Support in Full Seven

I am writing today in support of the proposal to assign dockless biking companies select parking spaces and prohibit the the parking of them outside of these designated areas. While I am in support of increasing cycling initiatives in RBKC as we all benefit from fewer cars on the road, and it is encouraging that there is an audience for a kind of cycling made easier and more accessible

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Appendix 5: Responses received for proposed e-bike bay in Kensington Court

Objection One

There is already a significant shortage of parking in and around this part of Kensington for residents of Kensington Court. Your proposal would remove a further 2 parking spaces for residents.

Support in Part One

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

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This 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

I am writing today in support of the proposal to assign dockless biking companies select parking spaces and prohibit the the parking of them outside of these designated areas. While I am in support of increasing cycling initiatives in RBKC as we all benefit from fewer cars on the road, and it is encouraging that there is an audience for a kind of cycling made easier and more accessible

with e-bikes, it is clear the experiment of leaving them dockless has been an utter failure. The companies have proven unwilling to police their customers and their customers have been unwilling to have the slightest care about where they dispose of these bikes - creating hazards for all residents of the borough and decreasing residential amenity as the pavement has been turned into an obstacle course that often must be navigated by going into oncoming traffic in streets, etc.

It is long past overdue for the borough to begin reigning in these unscrupulous operators more

concerned with burning as much investor cash as possible to grow fast and hope their competitors go broke given they have no differentiating USP between them. This myopic view has left them being terrible corporate citizens and clearly in need of regulation at the borough and

city-wide level. In consideration of the proposal the council should keep in mind these caveats: 1. These companies have been abusing public amenity for

years now at this point. These spots are not being turned into generic bike racks for the benefit of the community. They are a reassignment of public space for corporate activity and like every other business in the world they should have to rent the square footage they are using. 2. A core part of the fabric and draw for both residents and tourists alike of RBKC is its historical footprint and architectural heritage. In many conservation areas residents and the council have worked together for generations to keep this fabric together and in balance with commercial activity. The same should apply to this commercial activity as well and these parking spots should not be allocated in any conservation areas.

3. If the Westminster experiment to confiscate the bikes has failed on legal grounds, then parking officials in this borough should be empowered to issue significant fines to these companies to encourage them to regulate their customers themselves. While these proposed parking spaces policy are a start, running the meter and allowing companies to further profit off their customer's bad behaviour isn't going to nudge them to correct the atrocious behaviour they have been engaged in since this fad as started. Should anyway have any doubts as to the extent of this issue in the borough, here is a small sampling of photos taken to show what residents have to deal with from just a couple streets in just the past few weeks. Additionally, they have been taken over the past few weeks when the amount of bikes (particularly Lime/Uber) in the Kensington High Street area have dropped 80-90%

conveniently leading up to this comment period. In classic Uber fashion I would not be surprised if they were encouraging these same poorly behaving users through the app to astroturf this comments period.

Pavements, crossings, double yellow lines, taxi stands - anywhere any everywhere. The dockless bike experiment has failed and it is incumbent upon he council to begin to force good behaviour in those who cannot find it within themselves to be good citizens.

Appendix 6: Responses received for proposed e-bike bay in Queen's Gate

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

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Support in Full Five

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Appendix 7: Responses received for proposed e-bike bay in Queen's Gate Place

Support in Part One

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

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Support in Full Two

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Appendix 8: Responses received for proposed e-bike bay in Victoria 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.

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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

I am writing today in support of the proposal to assign dockless biking companies select parking spaces and prohibit the parking of them outside of these designated areas. While I am in support of increasing cycling initiatives in RBKC as we all benefit from fewer cars on the road, and it is encouraging that there is an audience for a kind of cycling made easier and more accessible

with e-bikes, it is clear the experiment of leaving them dockless has been an utter failure. The companies have proven unwilling to police their customers and their customers have been unwilling to have the slightest care about where they dispose of these bikes - creating hazards for all residents of the borough and decreasing residential amenity as the pavement has been turned into an obstacle course that often must be navigated by going into oncoming traffic in streets, etc.

It is long past overdue for the borough to begin reigning in these unscrupulous operators more concerned with burning as much investor cash as possible to grow fast and hope their competitors go broke given they have no differentiating USP between them. This myopic view has left them being terrible corporate citizens and clearly in need of regulation at the borough and city-wide level. In consideration of the proposal the council should keep in mind these caveats: 1. These companies have been abusing public amenity for years now at this point. These spots are not being turned into generic bike racks for the benefit of the community. They are a reassignment of public space for corporate activity and like every other business in the world they should have to rent the square footage they are using. 2. A core part of the fabric and draw for both residents and tourists alike of RBKC is its historical footprint and architectural heritage. In many conservation areas residents and the council have worked together for generations to keep this fabric together and in balance with commercial activity. The same should apply to this commercial activity as well and these parking spots should not be allocated in any conservation areas.

3. If the Westminster experiment to confiscate the bikes has failed on legal grounds, then parking officials in this borough should be empowered to issue significant fines to these companies to encourage them to regulate their customers themselves. While these proposed parking spaces policy are a start, running the meter and allowing companies to further profit off their customer's bad behaviour isn't going to nudge them to correct the atrocious behaviour they have been engaged in since this fad as started. Should anyway have any doubts as to the extent of this issue in the borough, here is a small sampling of photos taken to show what residents have to deal with from just a couple streets in just the past few weeks. Additionally, they have been taken over the past few weeks when the amount of bikes (particularly Lime/Uber) in the Kensington High Street area have dropped 80-90% conveniently leading up to this comment period. In classic Uber fashion I would not be surprised if they were encouraging these same poorly behaving users through the app to astroturf this comments period.

Pavements, crossings, double yellow lines, taxi stands - anywhere any everywhere. The dockless bike experiment has failed and it is incumbent upon the council to begin to force good behaviour in those who cannot find it within themselves to be good citizens.