

**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  
REDCLIFFE 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 Redcliffe 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 twelve locations in Redcliffe 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 138 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 eight of the twelve 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 Drayton Gardens, Gledhow Gardens, Wharfedale Street and The Little Boltons proposals, officers are recommending not to proceed.

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

<b>Scheme</b>	<b>No. Objections</b>	<b>No. Support in Part</b>	<b>No. Support in Full</b>	<b>Recommendation</b>
Bramham Gardens	3	1	6	Proceed
Drayton Gardens	10	1	5	Do not proceed
Gilston Road	4	1	5	Proceed
Gledhow Gardens	20	1	5	Do not proceed
Hollywood Road	2	1	6	Proceed
Redcliffe Place	2	1	7	Proceed
Redcliffe Square - G	0	1	5	Proceed
Redcliffe Square - H	1	1	6	Proceed
The Boltons	0	2	6	Proceed
The Little Boltons	7	1	6	Do not proceed
Tregunter Road	2	1	5	Proceed
Wharfedale St	6	1	6	Do not proceed

## **5 CONSIDERATION OF OBJECTIONS**

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

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

Scheme	Loss of parking space	Enforcement of E-Bike Schemes	Other
Bramham Gardens	2	1	2
Gilston Road	1	1	4
Hollywood Road	0	1	3
Redcliffe Place	1	1	2
Redcliffe Square - G	0	1	1
Redcliffe Square - H	0	1	2
The Boltons	0	1	2
Tregunter Road	0	1	3
<b>Total</b>	<b>4</b>	<b>8</b>	<b>19</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.

### **Enforcement of rental e-Bike schemes**

- 5.5 Some respondents objected to the proposals – or wanted more information – because they perceived that there is no enforcement of rental e-bike schemes and that the provision of designated parking bays for them may not achieve the intended outcome of reducing poor parking practices on footways.

Officer Response

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

**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	<p>First, there are no proper laws or licenses for electric bikes that go at similar speeds to scooters. Most people renting them have no idea of road rules or safety. They have been riding at significant speeds on the footpaths and have personally had a near miss of serious injury, including my dog. There’s no way of reporting the cyclists and no enforcement of rules.</p> <p>Second, there’s already a rental bay a [minute] from the proposed location [Bramham Gardens proposal]</p>	<p>The proposal is not to introduce electric bikes to Kensington and Chelsea, but to regulate how rental e-bikes are parked. All of the rental e-bike operators use e-bikes that comply with existing laws limiting their speed to [x] mph. We expect legislation governing e-bike use to be introduced in 2024/25. These proposals will improve the accountability of e-bike operating companies and their customers.</p> <p>A network of bays, not too far apart is key to the success of the proposal, so having another proposed bay close by is not a good reason to withdraw a proposal.</p>
2	<p>Gilston Road is, I repeat, a narrow one way residential street not suited to bicycles or a bicycle park which will just encourage people going from nowhere to nowhere to pick up bikes and go down the wrong way on a one way street to the Fulham Road. [Gilston Road proposal]</p>	<p>One-way streets are suitable for cycle parking, in the same way they are suitable for car parking. As the proposed e-bike bay is proposed where a car can currently park, there is no reason to believe that e-bikes parked in the proposed bay</p>

		<p>should have any greater impact on the useable width of the road than a car does at present.</p> <p>The proposed parking bay is just south of the junction with Priory Walk, so cyclists would be able to cycle very close to and from the area without riding southbound in the one-way northbound section.</p> <p>The Council made a traffic order allowing two-way cycling on Gilston Road south of Priory Walk in October 2022, and is currently considering whether to revoke that order.</p>
3	<p>I cannot tell where it is exactly in Gilston Road, but the road is very busy and the pavement narrow [Gilston Road proposal]</p>	<p>The proposal has no impact on footway use, as the bay is proposed in carriageway. As the proposed e-bike bay is proposed where a car can currently park, there is no reason to believe that e-bikes parked in the proposed bay should have any greater impact on the useable width of the road than a car does at present.</p>
4	<p>This road is extremely busy for both pedestrians and traffic, particularly service vehicles for the continuous refurbishment of houses in this street. The road is also very close to all the night clubs in the Fulham Road, and in my experience bikes are just dumped anywhere and everywhere. [Gilston Road proposal]</p>	<p>The proposal is at the northern end of Gilston Road, some distance from the Fulham Road. Once the e-bike parking bays are introduced, operators will not be permitted to use any other form of parking; the proposal is intended to reduce incidences of bikes parked 'anywhere and everywhere'.</p>
5	<p>There is also several problems with drug users and drinkers lingering by the walls of No 8 and No 10 Redcliffe Gardens which run along Redcliffe Place. The telephone wiring station abutting No 8 Redcliffe Gardens side wall running along Redcliffe Place is used as a urinal. During The World Cup, there were many football supporters urinating along all the garden walls in Redcliffe Place.</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>Placing a bike parking site, will ruin this road by bringing people from all over to a very small area, furthermore it will increase, burglarly and loitering as they are given a reason to visit somewhere which would not necessarily have been available to them. Personally, I believe the roads next to Redcliffe Place to be extremely dangerous with the speeds at which traffic is travelling at, moreover the motorbikes already mount the pavements to get through the traffic. The elderly alongside dogs and children are already threatened by bikes cycling along these busy roads and if they are planning to dock them, it will result in them cutting on to the pavements much earlier. [Redcliffe Place proposal]</p>	<p>Whilst a small minority of people who cycle may exhibit poor cycling behaviour, this is not a reason to refuse to install rental e-bike parking, in the same way the Council would not refuse to provide car parking because a small minority of people who drive contravene traffic rules.</p> <p>The proposed bay is in the carriageway so there is no reason for users to mount the pavement.</p> <p>Redcliffe Place is bounded at each end by main roads with high volumes of traffic, albeit that there is a 20mph speed limit on Redcliffe Gardens with plans for Finborough Road's limit to be lowered to 20mph soon.</p> <p>Cyclists can and do use roads of all types.</p>
6	<p>The location chosen is in the direct path of parents and little children who are dropped off or picked up from Redcliffe School thereby potentially necessitating them to leave the footpath if the bikes are being taken or returned and cause an obstruction to pedestrians. This is sure to increase safety concerns for young children. The location should be moved to the opposite side of the street or located at a safer point. Furthermore, this location is right on the corner with Redcliffe Gardens which carries a very heavy traffic load and will similarly pose greater safety concerns for all users not least the bike users themselves. [Tregunter Road proposal]</p>	<p>The proposal is for a bay in the carriageway, officers therefore do not expect the proposal to affect children and parents on the footway as cyclists will access the bay from the carriageway.</p> <p>Tregunter Road is bounded at each end by main roads with high volumes of traffic, albeit that there is a 20mph speed limit on Redcliffe Gardens with plans for Finborough Road's limit to be lowered to 20mph soon. Cyclists also have the option of crossing over Redcliffe Gardens towards Hollywood Road, to avoid using the main road.</p> <p>Cyclists can and do use roads of all types.</p>
7	<p>It [would be] very inconvenient to have it in front of our main front door,</p>	<p>The proposal is for a bay in the carriageway and opposite a</p>

	<p>would be more convenient to have further down across Redcliffe [Gardens] where there is no traffic at all being a dead end street. Having the Redcliffe School children walking on the pavement every days is also a safety concern. Hazard as children will need space to walk in group to the Bus or to the other place in Redcliffe gardens (Church). [Tregunter Road proposal]</p>	<p>flank wall, officers therefore do not expect the proposal to have any impact on children or parents on the footway, or impede access to property.</p>
8	<p>I understand why RBKC proposes some dedicated bays for use by e-bike rentals, but I think it is a mistake to site one at this location in Hollywood Road. As the Council knows there is a considerable problem of congestion in this part of Hollywood Road, largely due to the number of delivery bike drivers that use the spot while waiting to collect deliveries from nearby food outlets, or to take a break between deliveries. The pavements are also very overcrowded just here due to the Chelsea &amp; Westminster Hospital and the large number of restaurants/take-away food outlets in the immediate vicinity. There is also a very busy bus stop at the junction with the Fulham Road.</p> <p>I think it would be a huge mistake to add to the overcrowding of this area by locating an e-bike rental area there. I oppose this proposal on safety grounds - the Fulham Road and Hollywood Road are busy and the more cluttered the space gets the more likely a cyclist will be badly injured while taking or leaving their bike. I also oppose it because this part of the road is already too busy and overused and in addition to safety concerns there would be a further loss of amenity for residents at that end of the Road.</p> <p>There are plenty of other locations that could be used and I urge the Council to relocate this proposed e-</p>	<p>This proposal is to use a space currently designated as resident parking, delivery riders tend to use the yellow line which will remain in place. The proposal doesn't reduce pavement space since the proposal is in the carriageway and it is 50 metres from the bus stop mentioned on Fulham Road, so will have no effect on its operation.</p> <p>The respondent suggests several other sites which we may investigate in future but most are not so close to the hospital site which is a major trip destination / departure point.</p> <p>Nightingale Place is unsuitable and we have a separate bay proposal for the north end of Limerston Street.</p>

	<p>bike Parking Bay. Possible locations nearby could include next to the electric car charging points at the other end of Hollywood Road or in Netherton Grove, Seymour Walk, Limerston Street or Nightingale Place although I am sure the Council can come up with many alternative locations - all of which would be safer and more suitable.</p> <p>[Hollywood Road proposal]</p>	
<u>9</u>	<p>There will be little room for pedestrians as the numerous restaurants and pubs already have many customers standing and sitting outside.</p> <p>[Hollywood Road proposal]</p>	<p>There are no restaurants or pubs with pavement drinking/dining space in this part of Hollywood Road.</p>
<u>10</u>	<p>There is no indication in the document as to how many bikes will be accommodated at each station, which strikes me as a lack of full disclosure and reeks of deception.</p> <p>There is already a rack for about 20 in the Square (on the corner of Harcourt Terrace) as well as 2 underused motorcycle/bike bays with large chains to accommodate 8 or so of them. There are also a dozen or more bikes (including mine) chained to the fence surrounding the square along with a disused phone booth and 2 very large recycling bins. There are plans for a bike shed to be installed on the church side of the square, Collectively, it is a desecration of a once beautiful/ Victorian/ preservation/ historic square. There is no joined up thinking between the various Borough departments and/or London wide agencies in their grand visions nor oversight in the granting of permits to commercial enterprises.</p> <p>[Redcliffe Square H proposal]</p>	<p>Each proposed bay will have a capacity for up to ten e-bikes.</p> <p>In April 2023 the Harcourt Terrace Santander dock was in the top 20 most popular in the borough with over 1000 hires, this indicates significant cycle hire demand at this location.</p>
<u>11</u>	<p>Unfortunately unlike the fixed bay bikes already available in the Borough the non-fixed bay bike renters, because they do not need to leave the bike in a fixed location to</p>	<p>Parking compliance in using these bays will be driven by education and enforcement measures deployed by the hire bike operators, this proposal will</p>



	<p>end their rent, behave in a much more cavalier fashion. What can the Council do to enforce the leaving of bikes in these bays, and, as importantly, the leaving of them in a way that does not impact either the road or footpath (ie if there are no fixed points the users can just leave the bikes in the bays in a haphazard fashion causing as much if not more disruption)?</p> <p>To stop this the operators will need to put some kind of stands up to ensure the bikes are left in a safe position. Which makes them no different to the 'Boris' bikes we already have in the Borough. I guess if they cannot be banned then fixed bays are essential but how will the Council enforce these and how will they pay for the enforcement? [The Boltons proposal]</p>	<p>give the borough increased oversight into that process. The installation of stands in these bays is not supported, the bikes currently operating in London cannot be locked or docked to fixed points.</p>
<p><u>12</u></p>	<p>Scheme should be trialled in a couple of areas to see whether it works. [All proposals]</p>	<p>Since June 2021, the Council has been part of the London rental e-scooter trial which uses designated parking bays as the only places e-scooters can be parked. Officers have observed high compliance with parking of these vehicles and therefore believe that a similar approach can be adopted for rental e-bike parking bays, without the need for a further trial.</p>

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

### Objection One

We already have way too many bike parking facilities and are losing precious residence parking bays. The parking stations have been proven not to dissuade a) the danger of e-bikes on the street. Many e-bikers travel at speed on streets and worse, on pavement where there are children and others with dogs or elderly people who are often terrified of being grazed or hit. Many users of these bikes simply leave the bikes in the middle of the pavement - parked and obstructive to other forms of traffic.

The bikes are simply too dangerous and the council should not be encouraging these stations until a full safety consultation has been done.

Even the Royal Parks have had materially significant issues with collisions, fast cyclists and dog deaths due to the reckless nature many of these cyclists ride. Paris is now looking to ban e-scooters after two years of accidents, and irresponsible behaviour of riders, vandalism etc...

We also cannot lose any more residence parking spaces. We pay council tax which has increased substantially over the years and are getting fewer services. I am opposed to any further installations until there is a proper investigation of the way these riders behave.

### Objection Two

There is a crucial shortage of residents parking as it is now. We pay to park but with the lack of spaces when there is almost every week suspended yellow parking signs and diplomatic parking spaces etc. It is not welcome on Braham gardens. There is already a huge space taken at the top of Bolton gardens for E bikes. Stop reducing our parking spaces. We pay and can't find parking. Not acceptable. Thank you

### Objection Three

First, there are no proper laws or licenses for electric bikes that go at similar speeds to scooters. Most people renting them have no idea of road rules or safety. They have been riding at significant speeds on the footpaths and have personally had a near miss of serious injury, including my dog. There's no way of reporting the cyclists and no enforcement of rules.

Second, there's already a rental bay a minute from the proposed location

Third, there is already an shortage of resident parking

### Support in Part One

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

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

5. Improve the safety for hire users using the carriageway at present for parking
6. Reduce conflict between pedestrians and cyclists (negating need to mount pavement to park bikes)
7. Alleviate the increasing instances where bikes are parked between cars or in carriage way by providing designated fit for purpose infrastructure
8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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

4. Improve pedestrian experience and safety
5. Improve the safety for hire users using the carriageway at present for parking
6. Reduce conflict between pedestrians and cyclists (negating need to mount pavement to park bikes)
7. Alleviate the increasing instances where bikes are parked between cars or in carriage way by providing designated fit for purpose infrastructure
8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

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

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

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

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

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

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

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

Note that there is a yellow lamp post notice referring to a location in Collingham Gardens (outside 9 Bolton Gardens) for a new e-bike bay which is not shown on the consultation map above.

In relation to this location:

e-bikes are convenient and complement nearby TfL Cycle Hire locations

e-bikes are frequently parked badly on the pavement in this vicinity and often fall over causing obstructions and inconvenience to pedestrians. This e-bike bay may alleviate this problem.

It is important that e-bike operators are also mandated to enforce good e-bike parking etiquette in RBKC (otherwise dedicated spaces will be created which reduce car parking capacity but will not be used by e-bike riders)

Parking spaces for residents are already in short supply and this bay reduces space for cars. RBKC should take steps to ensure that supply and demand remain in balance for residents parking e.g. increasing the resident parking permit price for a second vehicle registered to a single household, increasing residents permit prices for more polluting vehicles

It would be helpful to monitor utilisation of the e-bike parking to understand whether it is sufficiently utilised to warrant the conversion. Since the conversion to e-bike parking is low cost, perhaps it could be on a trial basis.

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

### Objection One

On Drayton Gardens we already have 19 stands for Santander bikes. Next to this there are stands for 14 other bikes.

These bikes are taken from their docking places and then ridden at speed on the pavement.

There are several speed humps on Drayton Gardens- maybe this is why they feel it is acceptable to ride on the pavement. However it is very dangerous for pedestrians and children.

We certainly do not need any more parking bays for bikes.

### Objection Two

I strongly oppose this location due to the following factors;

There is already an existing e bike parking at the corner of Drayton Gardens and Fulham road 200 meters away which has room for expansion on a large section of pavement alongside the Cinema, which would have no impact on residents parking, and is a safer location on the pavement.

Residents parking in this area is a huge challenge with 4 apartment blocks surrounding the proposed location and reduction of a parking space will be a great loss.

Weekend yellow line parking for the cinema and Chelsea football already creates numerous problems with parking and it is a constant battle for residents with driveways blocked even with double yellow lines.

This section of road is extremely busy with traffic flow especially at weekends with parking on both sides of the street there have been 2 accidents in the last 5 years at the proposed site as vehicles try to pass and the speed bump restrictions have made it more difficult.

This is also a pickup point used by your waste trucks for bin collections for all the surrounding apartments twice weekly and will be dangerous with bikes been pulled out onto the street.

I feel strongly that a bike park in this busy location onto the street will be dangerous with people pulling out bikes onto a busy section with delivery vans for the apartments at Grove court and surrounding apartment blocks.

[Additional Comments]

Can I please have some information regarding a proposed cancellation of a residents parking bay outside 102 Drayton GARDENS SW109RJ IN EXCHANGE FOR A CYCLE PARK.

I strongly oppose this as I am the resident of 102 Drayton Gardens.

Firstly we have a problem of parking on this street with constant blocking of driveways at weekends especially during football matches at huge inconvenience to residents .

Secondly there are 4 apartment blocks around this parking bay with limited parking for all residents to one side of the street we cannot afford to lose more parking.

Thirdly there is no information as to what a cycle park consists of how big it is and if there is construction in front of my window .

For context ; There is a cycle park just at the corner of the street for Santander bikes by the Fulham Road picture house surely it makes sense to create more cycle space in that area where there is a large pavement and ample space close to the amenities of Fulham road.

### Objection Three

I'm writing to oppose the ebike parking proposal on Drayton Gardens. Our road already suffer from increased traffic for the resident and being a throughway from Battersea Bridge going north. That alone provides for increased congestion on daily basis. In addition to this you have the Chelsea matches which

makes parking on our road even more difficult. Not to mention that we are near a cinema so often movie goers take up these spaces during the crucial evening period when one gets home from work. Taken away an option, even if one, to park will be further debilitating.

Then you have the Saturday into Sunday traffic/congestion where cars are parked on yellow line's and it makes the road so narrow that it ages just to get from one side of Drayton Gardens to the other because cars have to lead single file per direction. This further makes it complicated if there were bikes parked in a bay and it is likely they will get knocked over. I often see this being the case, including near my office in St James's which makes it very unsightly.

Thank you for the opportunity to write to you and I wish for you to consider our point of view.

#### **Objection Four**

I was shocked to see the proposal is actually to reduce the Resident Parking Bays on Drayton Gardens. Given the numerous block of Flats on the street it is already VERY difficult to find parking space on the street and residents often need to go to Priory Walk, Roland Gardens, Harley Gardens and Gilston Road to find resident parking spaces.

Specifically on Drayton Gardens the situation is particularly bad especially during weekends where many cars are parked on the yellow lines creating congestion, frustration (resulting in frequent sounding of horns, episodes of road arguments/rage, in some cases accidents). During off-hours, the situation on Drayton Gardens is unattainable, with cars parked everywhere. In fact I would lobby for a double yellow line on one side of the road (specifically between Roland Gardens and Fulham Road, to avoid non-residents parking on this street and creating massive congestion.

#### **Objection Five**

There is already a space for bike in the street and not enough resident's parking spaces!

#### **Objection Six**

There is already not enough parking space for residents given the number of blocks of flats in that part of the Drayton Gardens street

#### **Objection Seven**

I was shocked to see the proposal is actually to reduce the Resident Parking Bays on Drayton Gardens. Given the numerous block of Flats on the street it is already VERY difficult to find parking space on the street and residents often need to go to Priory Walk, Roland Gardens, Harley Gardens and Gilston Road to find resident parking spaces.

Specifically on Drayton Gardens the situation is particularly bad especially during weekends where many cars are parked on the yellow lines creating congestion, frustration (resulting in frequent sounding of horns, episodes of road arguments).

Given the proximity of the Cinema, the very high density of residents given the blocks of flats/ multi family properties, the noise pollution and traffic created by lots of cars already having to park on yellow line as there is little parking available - I STRONGLY object to any proposal that will reduce parking for residents, deteriorate our living standard and create more traffic jams.

In addition there is already a Bike stand close by in front of the cinema(which is less than 100m away).

I appreciate this is for e-bikes but may be we should reduce the spaces of bike docks and add some space for e-bikes.

#### **Objection Eight**

Very supportive of bikes overall but using an extra area (we already have a large bike bay in Drayton Gardens) is highly detrimental to pedestrians - that already endure the burden of high traffic in the area as well as dangerous crossings at the junction of Drayton Gardens with Fulham Road.

**Objection Nine**

As a resident at 110 Drayton Gardens I am writing to object to the proposed conversion of the Drayton Gardens parking spaces to provide additional ebike/scooter parking bay.

This proposal will cause further strain for residents to park, and the scooter bay is rather unsightly and often a mess with bikes scattered and fallen on the road. The current bike bay has led to an increase in loitering in front of my residence by large groups of young people using the bicycles, which would likely be further exacerbated by the proposals.

**Objection Ten**

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**Support in Part One**

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

**Support in 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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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 Gilston Road

#### Objection One

We already have limited usable residents parking in our area (a significant proportion is regularly under suspension) and am often unable to park near to home. This would reduce even further the available parking.

#### Objection Two

Yes another idiotic idea from your anti car, anti resident department. Have you not learnt the lesson from the last proposal to turn Gilston Road into a two way bicycle lane which you had to abandon? This seems to be another back door attempt at the same game.

Gilston Road is, I repeat, a narrow one way residential street not suited to bicycles or a bicycle park which will just encourage people going from nowhere to nowhere to pick up bikes and go down the wrong way on a one way street. to the Fulham Road.

Please could you drop these anti resident and social proposals.

#### Objection Three

I cannot tell where it is exactly in Gilston Road, but the road is very busy and the pavement narrow, and the parking bays are full all the time.

#### Objection Four

This road is extremely busy for both pedestrians and traffic, particularly service vehicles for the continuous refurbishment of houses in this street.

The road is also very close to all the night clubs in the Fulham Road, and in my experience bikes are just dumped anywhere and everywhere.

I appreciate what you are trying to achieve, however, I do not think that this road is suitable for the implementation of a bike parking bay

#### 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 Three**

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

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

#### Appendix 4: Responses received for proposed e-bike bay in Gledhow Gardens

##### **Objection One**

Because It will impair mother with pushchairs, elderlies and more. Furthermore, mothers taking their children to school locally use often this corner, nannies coming from the Old Brompton side of the Gardens and any residents body able or not will be confronted to bikes and scooters on the pavement blocking the way too.

##### **Objection Two**

The narrow stretch of road at this point frequently forces drivers to reverse onto Old Brompton Road when faced with oncoming vehicles, creating potential dangers for both pedestrians and motorists. Installing the proposed e-bike parking bay would exacerbate the congestion and hazards in the area.

The proposed E-Bike bay, situated on a bend towards the gardens, creates a blind spot where improperly parked or fallen bikes could pose a significant hazard to passing traffic.

Incorrectly parked or fallen bikes could impede the entry and exit of vehicles to and from Gledhow Gardens, necessitating a more suitable location for their storage.

Fallen bicycles are notorious for the significant damage they cause to the bodywork of neighboring parked cars, resulting in avoidable expenses for vehicle owners. Therefore, it is essential to store bicycles in a safe location to prevent such damage. One such location might be Bina Gardens, as it is only a street away, is much wider and does not have anywhere near the congestion does Gledhow Gardens typically has. Bina Gardens also hosts hotels etc on it which will benefit from such parking spot for ebikes.

##### **Objection Three**

The proposal for Gledhow Gardens will cause a great deal more congestion and difficulty. I live directly on that proposed corner and there is already a new bicycle parking bin directly opposite the proposed area and the road is not wide enough for two cars to pass at that point. Cars often have to back up into the Old Brompton Road if they meet an oncoming car causing a hazard for both traffic and pedestrians. Further the dockless bicycles are regularly haphazardly placed and oftentimes fall over. In the proposed spot any ill parked or fallen bicycle will prevent any entry or egress from that part of Gledhow Gardens. The road is very narrow at the point and on the corner of a blind spot dog leg as the road bends round towards the gardens. The proposal will make it very much worse. I suggest that it is moved to an alternative road which is wider and will not cause an obstacle.

[Additional Comments]

I wanted to alert you to this consultation and my very strong objection to the positioning of this proposed e-bike parking area when there are many other wider and more suitable roads for this facility. I would be grateful if you could support moving this proposed bay to a different location especially as a new bicycle bin has recently been installed opposite.

There is a consultation out for a proposed parking bay for e-bikes opposite the new parking bin for bicycles on the corner of Gledhow and the Old Brompton Road. I would urge everyone to express their dissatisfaction on the following grounds:

1. The road is already very narrow at that point and two cars cannot pass often leading cars to reverse into Old Brompton Road when they meet an oncoming vehicle. This creates a hazard for pedestrians and vehicles alike on the Old Brompton Road. The proposed e-bike parking bay will only add to the congestion an increase these hazards.



2. There is a blind spot as the road bends round towards the gardens where the proposed E-Bike bay is positioned and unseen bikes which are poorly parked (encroaching on the road) or bikes that have fallen over which is a regular occurrence will be a further hazard to traffic
3. Bikes not parked properly or that have fallen over will prevent entry and egress of vehicles into and out of Gledhow Gardens.
4. Fallen bikes have caused plenty of damage to the bodywork of adjacent parked vehicles (causing unnecessary expense for the vehicle owner) so should be kept where there is no danger of this happening.
5. Their presence for the elderly, infirm or those with pushchairs present a hazard and obstacles.

#### **Objection Four**

The road is too narrow and it will cause endless unnecessary difficulties with traffic coming from and going into Gledhow Gardens. Moreover, it will remove a residents parking bay. I foresee danger for the users of e bikes and danger for the drivers trying to avoid the e bikers. Moreover it will be difficult for mothers and prams to walk safely in the narrow pavement.

#### **Objection Five**

Narrow street entrance often used by elderlies and mothers with pushchairs

#### **Objection Six**

This is a very narrow path on a busy intersection, between traffic and a number of local schools nearby.

It's important to ensure adequate space for pedestrians and would suggest the corner of Bina/Wetherby Gardens which is not as busy.

#### **Objection Seven**

Gledhow Gardens at this corner is a very narrow road with a curve in it. Very often, cars cannot pass each other in both directions and have to back up onto the Old Brompton Road to allow passage.

You have already installed a bicycle parking structure at this intersection, despite similar objections from residents.

It is unsafe to allow an E Bike parking station just opposite, especially given that this side of the road has virtually no pavement for pedestrians.

Please find an alternate, wider road without a curve in it for this installation.

#### **Objection Eight**

No more space to drive as it is already too narrow for 2 cars to drive at the same time

#### **Objection Nine**

Gledhow Gardens is a very narrow street with an extremely narrow pavement on the garden railing side. Our residents have, as it is, not enough parking spaces. As a person of a certain age it will make it impossible for me & the parents taking their children to our local schools to cross safely at this place. It will be a hindrance for people living from Nos. 9 to number 1 Gledhow to access our garden gate. Same for people from 18 to 31 Gledhow to go up to our local library. Mothers with pushchairs will suffer too. Being unwell myself I have been confronted to hire bikes & scooters being left all over the various pavements in our area. I now avoid Kings Road as some parts are almost impracticable to walk. With these awful contraptions knocked down and blocking our Gledhow pavements our lives will be hell.

Our street is totally unsuitable for this. Bina Garden is much wider & is a single traffic street for cars. Our street has traffic both ways too and a blind spot for driver on that corner.

Please don't go ahead with such a plan, it will seriously impact on our lives in Gledhow Gardens. Furthermore another objection I have is that foreign visitors to London unaware enough of our driving systems in UK are dangerous at times, daring youngsters on these and deliveries on electric bikes have become a real hindrance on our streets. They mount the pavements regularly with total disregard for pedestrians.

#### **Objection Ten**

The concern is one of an increased safety hazard. The proposed site on Gledhow Gardens is on an already-awkward access point.. to and from the Old Brompton Road.

The corner and crossing is busy with pedestrians, children and pushchairs during the day...the footpath on that side is narrow. The narrowness and unusual curve of the street at that end of Gledhow gardens, means that vehicles sometimes have to reverse.

The parking bay on the other side of the street has been allocated to a cycle cabin.

#### **Objection Eleven**

This is a very narrow dangerous corner. Cars have great difficulty turning into and out of the street. There's a crossing for disabled and push chairs which would be compromised. The scooters and bikes are left all over the place causing a hazard to us, the residents. A lot of us are elderly and these "vehicles" are dangerous. The riders ride the pavement, often at speed with no regard for all of us living here and if you have a so called "parking" place how are we going to walk safely down the road?

I have to tell you this idea of yours - indeed your idea of putting so many "parking places" on these narrow residential streets is shocking. I can't believe that a sensible council could come up with this idea.

Please at least don't put one on the corner of Gledhow Gardens and the Old Brompton Road.

#### **Objection Twelve**

This stretch of Gledhow Gardens is very narrow - taking only one vehicle in either direction - i.e. with two cars opposing each other in their direction of travel one car normally has to reverse in order to allow the other to proceed. Nearby there are far more suitable and safer places to install a road bay for E-bikes such as Cresswell Place which has a far lesser traffic flow.

#### **Objection Thirteen**

The pavement in the proposed location is very narrow. Putting a bay there would make it completely unusable for pedestrians (often parents with pushchairs and/or small children coming from the schools nearby) and it would take away vital space for cars. Moreover, the street itself is very narrow in that point and it's impossible to see what's behind the corner, so that it is already very dangerous for cars to take a turn and for pedestrians to cross. Adding bicycle/scooter traffic would make it even more dangerous. Assuming residents do need any such service--which I doubt--Bina Gardens is a much more suitable location.

#### **Objection Fourteen**

I strongly oppose the introduction of an E-bike infrastructure on Gledhow Gardens.

Due to the location of the street, and its narrow size, it is clogged with 2 way overflow traffic from and to Old Brompton road through the day. As a result cars often need to reverse on either end to allow for upcoming vehicles to pass. This is the cause of many minor accidents (including my car) for parked vehicles caught up in the manoeuvring. The above would make a dangerous street even more dangerous for both motorists and cyclists.

Additionally the street suffers from perpetual lack of parking bays which makes the above right of way manoeuvres even more difficult. It is impractical to add yet another mode of transport here and have E-bikes.

We also suffer from side walk only on one side of the street. Reason is the nearby school and the accompanying flow of school runs/picks. Understandably, having additional foot traffic to and from the E-bike bays would be a struggle.

We strongly oppose the plan and think that having the e-bike bays added to either Bina Gardens or Collingham road would be a much more rational way forward.

#### **Objection Fifteen**

We already have an ebike cycle bay very close to this and I live watching the mayhem of people trying to park or pass on the pavement near this spot. I think it could overly clutter the pavement which is already heavily traffied by pedestrians people with prams etc. I thoroughly agree with these environmentally friendly initiatives but think it should be in a different street nearby.

#### **Objection Sixteen**

The behaviour of the majority of riders of electric bikes & scooters is inconsiderate, reckless and on occasions dangerous and a responsible authority would be looking to restrict their use. Where there are scooter 'bays' they are often left sprawled (deliberately or accidental knocked over).

The weight of both when involved in a collision, also poses an additional risk (compared to a pedal cycle), particularly to lower limbs in the case of the scooters, to pedestrians, especially children and the elderly. Do the companies who supply them provide 3rd Party insurance in the event of one of their users (customers) injuring a pedestrian?

The streets around my ward (Redcliffe) have become increasingly dangerous and indeed intimidating for pedestrians by the failure of the Council and the police to control and enforce existing highway regulations- yellow line parking, jumping traffic lights - there is a level of lawlessness and contempt in the behaviour of many of two wheel road users, in particular delivery drivers who routinely obstruct both roads & pavements (the Old Brompton Road stretch between S. Kensington tube & Bina Gardens).

#### **Objection Seventeen**

1. The road is already very narrow at that point and two cars cannot pass often leading cars to reverse into Old Brompton Road when they meet an oncoming vehicle. This creates a hazard for pedestrians and vehicles alike on the Old Brompton Road. The proposed e-bike parking bay will only add to the congestion an increase these hazards.

2. There is a blind spot as the road bends round towards the gardens where the proposed E-Bike bay is positioned and unseen bikes which are poorly parked (encroaching on the road) or bikes that have fallen over which is a regular occurrence will be a further hazard to traffic

3. Bikes not parked properly or that have fallen over will prevent entry and egress of vehicles into and out of Gledhow Gardens.

4. Fallen bikes have caused plenty of damage to the bodywork of adjacent parked vehicles (causing unnecessary expense for the vehicle owner) so should be kept where there is no danger of this happening.

#### **Objection Eighteen**

There is constant issue with 2 way traffic along this street a particularly at the junction with Brompton Road - if this bike bay is installed opposite the existing bike parking 'shed' there will be no passing areas for cars causing major problem into the main Brompton Road - there are regular 'stand offs' already with cars being unable to reverse or find a side space to move into - this proposal is dangerous

#### **Objection Nineteen**

It is a very narrow road and installation of e-bike unit would cause huge traffic congestion. Moreover it is a place where children constantly walk to school and will make the crossing really congested and difficult for mothers or nannies with buggies. It is not a suitable place to position the e-bikes or escooters.

### **Objection Twenty**

I am writing to ask you to reconsider the planned establishment of ebike parking at this location.

- 1) As a resident and car driver this is a difficult corner, This part of Gledhow Gardens is a link road for access to Old Brompton Road and has a curve which makes it impossible to see oncoming traffic when turning in from Old Brompton Road. It is also narrow due to parking on both sides. I foresee badly parked or fallen e-cycles causing real problems particularly when traffic along the Old Brompton Road is heavy.
- 2) The pavement on this corner is very narrow and used by many, particularly parents and children going to Bousfield School in The Boltons.
- 3) I appreciate that the large number of restaurants on this section of Old Brompton Road is likely to attract ebikes but suggest that it would be more appropriate to site this parking opposite on Lisson Grove which carries far less traffic or in Bina gardens which is a wider road.

I trust this consultation will take account of residents' views In the past couple of years parking spaces in this section of Gledhow Gardens have been taken to provide cycle parking and more recently a secure lock up for cycles. During the week parking is often no longer available for residents or tradesmen and visitors. A few weeks ago my daughter spent 40 minutes driving in widening circles in order to visit her disabled father!

### **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 has done similar for quite a while and the bikes are much tidier yet still readily available so this proposal works. Collaboration with the bike providers whereby GPS is used to charge people who leave them other than in designated areas incentivises compliance.

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

**Support in Full Five**

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

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

### Objection One

I understand why RBKC proposes some dedicated bays for use by e-bike rentals, but I think it is a mistake to site one at this location in Hollywood Road. As the Council knows there is a considerable problem of congestion in this part of Hollywood Road, largely due to the number of delivery bike drivers that use the spot while waiting to collect deliveries from nearby food outlets, or to take a break between deliveries. The pavements are also very over-crowded just here due to the Chelsea & Westminster Hospital and the large number of restaurants/take-away food outlets in the immediate vicinity. There is also a very busy bus stop at the junction with the Fulham Road.

I think it would be a huge mistake to add to the overcrowding of this area by locating an e-bike rental area there. I oppose this proposal on safety grounds - the Fulham Road and Hollywood Road are busy and the more cluttered the space gets the more likely a cyclist will be badly injured while taking or leaving their bike. I also oppose it because this part of the road is already too busy and overused and in addition to safety concerns there would be a further loss of amenity for residents at that end of the Road.

There are plenty of other locations that could be used and I urge the Council to relocate this proposed e-bike Parking Bay. Possible locations nearby could include next to the electric car charging points at the other end of Hollywood Road or in Netherton Grove, Seymour Walk, Limerston Street or Nightingale Place although I am sure the Council can come up with many alternative locations - all of which would be safer and more suitable.

### Objection Two

There will be little room for pedestrians as the numerous restaurants and pubs already have many customers standing and sitting outside.

### Support in Part One

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

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



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

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

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

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

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

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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;

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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 should like for ebikes to STOP being randomly placed on Hollywood Road especially on the pavement outside 1-4 and 5-8 Clifton Place, Hollywood Road. They are a real hindrance to all. Who will RBKC appoint to REMOVE these ebikes from being left around if the users DO NOT USE the new proposed ebike parking spaces?

## Appendix 6: Responses received for proposed e-bike bay in Redcliffe Place

### Objection One

Redcliffe Place has very few parking places and is a short road. One end, touching Finborough Rd is regularly used by contractors. Opposite is a motorbike parking space.

The road is a cut through from Redcliffe Gardens to Finborough Road and vice versa. Because of this it can become extremely busy, particularly on match days.

There is also several problems with drug users and drinkers lingering by the walls of No 8 and No 10 Redcliffe Gardens which run along Redcliffe Place. The telephone wiring station abutting No 8 Redcliffe Gardens side wall running along Redcliffe Place is used as a urinal. During The World Cup, there were many football supporters urinating along all the garden walls in Redcliffe Place.

Placing a bike parking site, will ruin this road by bringing people from all over to a very small area, furthermore it will increase, burglarly and loitering as they are given a reason to visit somewhere which would not necessarily have been available to them. Personally, I believe the roads next to Redcliffe Place to be extremely dangerous with the speeds at which traffic is travelling at, moreover the motorbikes already mount the pavements to get through the traffic. The elderly alongside dogs and children are already threatened by bikes cycling along these busy roads and if they are planning to dock them, it will result in them cutting on to the pavements much earlier. As a representative of this community, I would ask that you disregard Redcliffe Place as a bike park.

### Objection Two

This request will reduce an already low number of resident parking bays.

There are : Scooter bays , pay at meter bays and now asking for e-bike bays.

Thanks for considering another street. There are lots of e-bikes on Hortensia Road you should add it there perhaps.

Also will create a mess in the street as many people "dump" e-bikes in these bays. This will impact value of property in our street.

### 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 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**

The creation of dedicated parking bays for use by e-bike hire operators and their customers is a good idea. I support not only the creation of this street ebike parking space specifically, but also others throughout our Borough.

#### **Support in Full Seven**

No comment

## Appendix 7: Responses received for proposed e-bike bay in Redcliffe Square - G

### Support in Part One

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

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

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

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

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

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

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



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

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

Carriageway cycle bays:

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

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

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

1. Provide convenient designated locations for hire users
2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes
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8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

### **Support in Full Three**

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

### **Support in Full Four**

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

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

### **Support in Full Five**

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



## Appendix 8: Responses received for proposed e-bike bay in Redcliffe Square - H

### Objection One

There is no indication in the document as to how many bikes will be accommodated at each station, which strikes me as a lack of full disclosure and reeks of deception.

There is already a rack for about 20 in the Square (on the corner of Harcourt Terrace) as well as 2 underused motorcycle/bike bays with large chains to accommodate 8 or so of them. There are also a dozen or more bikes (including mine) chained to the fence surrounding the square along with a disused phone booth and 2 very large recycling bins. There are plans for a bike shed to be installed on the church side of the square,

Collectively, it is a desecration of a once beautiful/ Victorian/ preservation/ historic square. There is no joined up thinking between the various Borough departments and/or London wide agencies in their grand visions nor oversight in the granting of permits to commercial enterprises.

### Support in Part One

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

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

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

1. There should be extra provision for bays outside or near tube stations or busy connection points, often cycle hire is part of a multi-modal journey and providing convenient connection with public transport is important. It is also outside tube stations where dockless bikes are often left by companies and users in significant volumes, this causes significant pavement congestion.
2. Bays should also be conveniently located near schools, GP's, hospitals and other such places to enable greater short local journeys to be made by bike than driving

3. It should be the aim to have such bays on every road with a maximum walking distance to ensure cycle hire provision is convenient for everyone across the borough, user compliance will also increase if bays are easy to find and are visible
4. It would be good for bays to have residential cycle parking facilities adjacent with planting to improve kerbside space
5. The bays should have planting or bollards to clearly designate bays for cycle parking and provide protection for cycles parked in the bays and avoid vehicles encroaching, parking or stopping in such bays

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

1. Provide convenient designated locations for hire users
2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes
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8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

### **Support in Full Three**

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

### **Support in Full Four**

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

**Support in Full Five**

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

**Support in Full Six**

I also support installations of dedicated parking spaces for normal private bikes. Currently a lot of people chain their bikes to the fences around Redcliffe Sq which looks messy.

## Appendix 9: Responses received for proposed e-bike bay in The Boltons

### 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

Unfortunately unlike the fixed bay bikes already available in the Borough the non-fixed bay bike renters, because they do not need to leave the bike in a fixed location to end their rent, behave in a much more cavalier fashion. What can the Council do to enforce the leaving of bikes in these bays, and, as importantly, the leaving of them in a way that does not impact either the road or footpath (ie if there are no fixed points the users can just leave the bikes in the bays in a haphazard fashion causing as much if not more disruption)?

To stop this the operators will need to put some kind of stands up to ensure the bikes are left in a safe position. Which makes them no different to the 'Boris' bikes we already have in the Borough. I guess if they cannot be banned then fixed bays are essential but how will the Council enforce these and how will they pay for the enforcement?

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

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

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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.

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

Carriageway cycle bays:

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

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

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

1. Provide convenient designated locations for hire users
2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes
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8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

### **Support in Full Three**

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

### **Support in Full Four**

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

**Support in Full Five**

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

**Support in Full Six**

This is a sensible location

**Appendix 10: Responses received for proposed e-bike bay in The Little Boltons**

**Objection One**

I write to object to the installation of an e-bike parking space for the following reasons:

- 1) In this immediate location we do not have an issue with badly parked e-bikes
- 2) There is a large Santander Cycles station seventy-five metres away on the corner of Redcliffe Square and Harcourt Terrace which is much used and thus no demand for these e-bikes
- 3) I understand that, for the time being, e-scooters will not be permitted to use the bay but that could change. This morning in Fulham I saw a similar bay with eight scooters in it, five of which were lying on their sides blocking the pavement.
- 4) Enforcement of penalties for e-bikes not parked in designated bays sounds sketchy and really not to be achieved without increased resources being applied. You only have to look at the lack of enforcement of illegally parked delivery riders on double yellow lines in the Fulham Road SW10 to see that the current arrangements with RBKC's parking contractor are woefully inadequate.
- 5) This is an area of acute parking pressure which has increased in recent years by the installation of the Santander cycles stations and electric charging bays. Residents now have to seek bays further away from their homes causing increased pollution and a risk to personal safety.

In summary : this location is not suitable for the installation of this bay. There is not the demand for these e-bikes, there is a Santander cycles station in the immediate vicinity, and enforcement will not be done to a satisfactory standard without a substantial increase in resources to do so.

Many thanks for considering this objection.

**Objection Two**

I would have liked to have ticked two boxes - numbers 2 and the 3 - the latter I have ticked.

While this may appear to be a good idea in principle, it will not stop the dumping of bikes just anywhere. People - the users - of these wretched e-bikes and e-scooters are just too lazy, careless and a nuisance.

I have already been in contact with the Council recently about a bunch of these bikes which had been dumped on the pavement outside Brompton Medical Centre at the top of Redcliffe Gardens - they were on the verge of falling into the road. How are partially sighted or totally blind people supposed to walk on the pavement if this scheme is brought in? The spaces projected simply will not cope with the number of these bikes. There are far too many providers. I drive part way to work three times a week and usually park in Cadogan Gardens (not the bit with Hill House School) as that road now is almost impassable with parents in their 4x 4s totally blocking a two-way street - this is another issue I have complained about too. I used to park regularly in Symons Street but that has become too dangerous with speeding traffic.

I walk to Sloane Sq station via the bit of Pavillion Road that joins Symons Street. The back of the White Company and outside number 19 Cadogan Gardens are constantly littered with these bikes and they remain there for days on end. One this week was right on the corner of Pavillion Road opposite Holy Trinity Primary School - totally blocking the pavement.

The providers of these bikes need to be properly licensed and they need to collect dumped bikes on a daily basis. This is not happening.

I have returned to this comment box because I resent being asked my sex, gender, sexual orientation, religion and ethnicity, - this is totally irrelevant.

### **Objection Three**

I write with reference to your E bike parking bay proposal for the Little Boltons. I have lived in Coleherne Court for 50years and in common with my fellow Coleherne Court board directors, who have written to you, wish to object in the strongest terms for the reasons put forward by them against a proposal which lacks logic and common sense and which could cause injury and death to pedestrians including young children who attend Bousfield School. If implemented, the proposal is likely to result in the Royal Borough's reputation being damaged beyond repair and would leave RBKC susceptible to a successful action for judicial review.

I write further to my email of yesterday afternoon when I raised concern to your ill-considered proposal for E-Bikes at the narrow and dangerous corner of the Little Boltons and Old Brompton Road. I wish to draw your attention to the two green telephone cabinets (see photos below) where emergency repairs are regularly carried out by Openreach with tools from their vans which they need to park alongside the cabinets, being the intended site for your proposed E-Bikes. No doubt you will be consulting Openreach about your proposal. In the circumstance I do hope you will take the sensible view and abandon the proposal altogether.

### **Objection Four**

The Little Boltons is a narrow street with Bousfield School just below the corner you are proposing to add an e-bike bay.

As it is, our street is packed with bicycles, scooters, taxis and cars delivering and picking up children at the school or at after school playdates in the neighbourhood. Our residents own plenty of bikes and scooters and don't need to rent bikes, they already have multiple bikes.

In addition, The Little Boltons always has several house renovation/construction sites with lorries and suspended parking bays all the time...which makes parking and walking on the pavement a major challenge. It is often safer to walk in the road with the traffic because you can see what obstacles are ahead and can manoeuvre as required.

### **Objection Five**

It will restrict walking on the pavement. Already we have daily rubbish bags on the pavement. The council has not been able to solve it. The tarmac can be used instead of pavement.

### **Objection Six**

I was very surprised to see a proposal for E bike parking in the above suggested location. Living opposite the proposed site for well over a decade and with 20 years experience of living on this street I cannot imagine a more inappropriate place or dangerous site to suggest. Not only is this the narrowest part of what is often a very busy road, but it is also a major pedestrian route to Bousfield School. The pavement is packed in the mornings.

If the person who identified this site were to spend just ten minutes observing the site on any week morning they would immediately realise what a dangerous suggestion this is.

The merits and safety of marking out an area of the pavement for bikes to be dumped is in itself questionable, but to restrict and endanger primary school students strikes me as very odd and irresponsible of the borough.

I will bring this to the attention of the school who have already had to position traffic wardens in that location to assist children during what is a busy time for traffic given school drops offs and pick ups . They will no doubt be extremely alarmed by this proposal.

#### **Objection Seven**

The proposal by RBKC to site / locate bikes and or scooters on the footpaths near or adjacent to our building, Coleherne Court SW5, is in my view and opinion is a completely irresponsible policy.

Currently my family and I, as well as neighbors, are constantly in fear of cyclists and scooters illegally using the adjacent pavements when we step out of our front door and when walking being harassed with oncoming and rear approaching users.

This is destroying our neighborhood and any policy to further endanger and pollute our pavements is beyond comprehension.

Should RBKC proceed with such a policy they will have to bear the responsibility for consequences that will arise.

#### **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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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**

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## Appendix 11: Responses received for proposed e-bike bay in Tregunter Road

### Objection One

The location chosen is in the direct path of parents and little children who are dropped off or picked up from Redcliffe School thereby potentially necessitating them to leave the footpath if the bikes are being taken or returned and cause an obstruction to pedestrians. This is sure to increase safety concerns for young children. The location should be moved to the opposite side of the street or located at a safer point. Furthermore, this location is right on the corner with Redcliffe Gardens which carries a very heavy traffic load and will similarly pose greater safety concerns for all users not least the bike users themselves

### Objection Two

Hello I'm very concern about the installation of E bike just in front of my entrance Door ! It's very inconvenient to have it in front of our main front door , would be more convenient to have further down across redcliffe street where there is no traffic at all being a dead end street .Having the Redcliffe School childrens walking on the pavement every days is also a safety concern Hazard as children will need space to walk in group to the Bus or to the other place in Redcliffe gardens (Church ).

We and some numbers spoke about it and found that it would more appropriate if it was displace to another location .hope you take in consideration our and neighbours concerns please if you need more informations don't hesitate to come back to me .

### 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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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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3. It should be the aim to have such bays on every road with a maximum walking distance to ensure cycle hire provision is convenient for everyone across the borough, user compliance will also increase if bays are easy to find and are visible
4. It would be good for bays to have residential cycle parking facilities adjacent with planting to improve kerbside space
5. The bays should have planting or bollards to clearly designate bays for cycle parking and provide protection for cycles parked in the bays and avoid vehicles encroaching, parking or stopping in such bays

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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**Support in Full Three**

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

**Support in Full Four**

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

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

**Support in Full Five**

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

## Appendix 12: Responses received for proposed e-bike bay in Wharfedale Street

### Objection One

Whilst I appreciate the problem the council is trying to solve by installing on-street e-bike parking spaces (it is a serious issue when the bikes are left abandoned on pavements) I do not support a resident's parking space on Wharfedale Street being converted for such a purpose. This is because:

1) Wharfedale Street is a one-way road which leads directly onto the extremely busy red route of Finborough Road. By placing a e-bike station here, users of the bikes will either have to turn right out of Wharfedale Street onto Finborough Road - a right-turn which is difficult enough in a car, what with the constant stream of traffic and restricted sight lines. A cyclist doing the same would be in some danger - especially if they needed to turn left at Old Brompton Road, and therefore have to cross 3 lanes of traffic. Or, the cyclist would choose to cycle back down Wharfedale Street contravening the one-way traffic flow, and so cause a danger to themselves and drivers turning into the road. Surely the council should be considering these safety concerns when suggesting where journeys should start/stop. I should note that Wharfedale Street is not often used by cyclists for this very reason.

2) Parking is already extremely tight in this part of RBKC. Not only do the (limited) spaces on Wharfedale Street provide spaces for the residents of that street (and many of the buildings are actually flats, meaning the residents outnumber the spaces) but residents of Finborough Road and Old Brompton Road also use it for parking, as there are no spaces outside their homes on these other roads. I would urge the council to consider a different road, where directly surrounding streets also offer alternative parking spaces, which would more easily be able to accommodate losing a space, or to consider areas of large pavements.

3) I am concerned that not only will the space look unsightly, with bikes left untidily in the space, but that the bikes might spill out from the space onto the road, or indeed the pavement, still causing safety issues for drivers and pedestrians.

### Objection Two

On behalf of the entire block of 12 flats at 169 Finborough Road, we would like to express our strong objection to the proposed plan to approve e-bike parking on Wharfedale Street at the Finborough Road end).

This is a single-width, one-way street which already has very limited Residents' Parking on it due to Pay & Display bays at the Coleherne Road end. This proposal would remove the only Residents' Bay that is directly outside the front entrance to 169 Finborough Road (as it is on the corner of Wharfedale Street). Given the limited Residents' Parking already, the number of residents in the flats, and the fact that some Residents of our block have mobility issues, the space that is currently there is a life-line to many residents given it is close to our front door. Removal of this specific Residents' Bay would affect direct access to the flats and by removing this residents' parking bay, it would create major inconvenience and hardship for the residents of the flats meaning that residents.

On a casual walk round the Borough, it is clear that current e-bike parking areas are in wide open areas (such as near the post box at 270 Old Brompton Road) that do not affect Resident access or parking. Even on Wharfedale Street currently, the Pay & Display bays are not directly outside Residents' homes, the spaces outside their homes are Residents' Bays so please keep the one outside our block too.

The proposed plan would also create significant safety concerns for the residents. The narrow on-lane, one-way road in front of the block of 12 flats is already busy, and the addition of e-bike parking will make it even more congested. This will cause inconvenience to pedestrians and cyclists and create hazardous conditions for all road users. Further, refuse collecting lorries etc already struggle to travel down Wharfedale Street and the "scattering" of e-bike as is common in these "parking areas" will further disrupt the flow of traffic, and affect local services and utilities. For what it's worth, our bins and recycling are accessed from Wharfedale Street right beside the proposed bay and these would no doubt also be affected leading to complaints and disruption of services. Again, looking at other areas in the borough, all Santander Cycle and e-bike parking areas are currently installed on wide, two-lane roads meaning there is more room to accommodate bike traffic and the like. Wharfedale Road as a single-lane road cannot accommodate this.

In light of the above concerns, we strongly urge you to reject the proposed plan for e-bike parking on single-lane Wharfedale Street, directly outside the block of 12 flats at 169 Finborough Road. We believe that this proposal will create significant inconvenience, safety hazards, and unfair treatment of residents, and will not provide a long-term solution to the issue of e-bike parking.

Thank you for considering our objection.

### **Objection Three**

Whilst I appreciate the problem the council is trying to solve by installing on-street e-bike parking spaces (it is a serious issue when the bikes are left abandoned on pavements) I do not support a resident's parking space on Wharfedale Street being converted for such a purpose. This is because:

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2) Parking is already extremely tight in this part of RBKC. Not only do the (limited) spaces on Wharfedale Street provide spaces for the residents of that street (and many of the buildings are actually flats, meaning the residents outnumber the spaces) but residents of Finborough Road and Old Brompton Road also use it for parking, as there are no spaces outside their homes on these other roads. I would urge the council to consider a different road, where directly surrounding streets also offer alternative parking spaces, which would more easily be able to accommodate losing a space, or to consider areas of large pavements.

3) I am concerned that not only will the space look unsightly, with bikes left untidily in the space, but that the bikes might spill out from the space onto the road, or indeed the pavement, still causing safety issues for drivers and pedestrians.

### **Objection Four**

I live in Wharfedale street and we residents already have a real problem parking due to too few permit spaces in a short road. We are close to Old Brompton Road where there are many flats (particularly at Redcliffe Close) and permit holders living in this huge block, sent to park close by - ie., Wharfedale Street. There's, to lose a permit space would just exacerbate the problem.

### **Objection Five**

Parking in the street is already incredibly difficult as spaces are already very limited. The removal of this space will further exacerbate this already serious problem.

Further, as the bikes stowed in the space will be dockless the space will quickly become unsightly. The majority of these bikes are not replaced in a safe and tidy manner and are typically 'dumped' on the side of the street after use which will make the street look unsightly.

I suggest this park is placed in a more public and higher footfall area closer to the Earls Court Train station and not on what is currently a quiet and peaceful street predominately occupied by its private residents.

**Objection Six**

I am writing to object to the proposal to designate a residents' parking space on Wharfedale Street as a "dockless bicycle bay".

I live on Wharfedale Street and trying to find parking on this street or adjacent streets within reasonable walking distance of my home is already a soul destroying and painful experience at the best of times. Spaces are very limited, and we suffer a great deal from private taxis taking them up while waiting for their passengers, and massive congestion on Chelsea football match days. We already have a space dedicated to 'car club' users and putting further pressure on the situation for residents by removing another parking space will be a kick in the teeth for those of us who pay money every year to be able to park as residents in the borough. The area is particularly densely populated, consisting not only of the stucco fronted flat conversions common across the borough, but also because we have the purpose built block of flats on the corner of Wharfedale Street and Finborough Road, as well as high density dwellings on the other side of Finborough Road perpendicular to Wharfedale Street.

I am highly sceptical that users of these bikes will comply with your intention to have them deposited only in this bay - it would therefore inconvenience paying resident drivers but not solve the problem of these bikes being abandoned in other places.

I would also like to point out that we already have a dangerous problem of cyclists cycling the wrong way down Wharfedale Street, which is a one way street. Concentrating bikes on the street is only going to exacerbate this problem - with the best will in the world, many cyclists will simply cycle the length of the street in the wrong direction in preference to cycling out on to Finborough Road, thereby increasing the risk of accidents as people turn into the street from Coleherne Mews and Coleherne Road. If you encourage using Wharfedale Street as a place to keep these bikes, we will just see more and more of this.

**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:

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 has done similar for quite a while and the bikes are much tidier yet still readily available so this proposal works. Collaboration with the bike providers whereby GPS is used to charge people who leave them other than in designated areas incentivises compliance.

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

**Support in Full Five**

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

**Support in Full Six**

Traffic volumes and associated pollution in the Earl's Court area are already very high. Anything that further encourages switching to cycling is to be welcomed, and anything that makes cycling safer and easier, both for cyclists and pedestrians, is to be also welcomed. I use TfL's Santander Cycles scheme which is very well organised as far as bike docking racks are concerned. Bringing a similar level of organisation and structure to 'freeform' bikes and e-bikes would be a big help. Overall a very good and worthwhile initiative.