

**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  
STANLEY 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 Stanley 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, particularly where the footway is obstructed for those using wheelchairs or buggies. To address this, the Council has proposed to create dedicated parking bays for use by e-bike hire operators and their customers in existing parking bays across the borough. This will allow the Council to bring more control over 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 ten locations in Stanley ward. Residents living near the proposals received letters signposting them to the consultation and the consultation was available on the Council's online consultation and engagement hub. Local ward councillors, residents' associations and

community groups were made aware of the consultations by email.

- 4.2 In total, 104 responses were received. Table 1 summarises the responses received and the recommendation on how to proceed. Having considered the concerns raised about the Elm Park Road and Hobury Street proposals, officers are recommending not to proceed with them. For those proposals that officers are recommending should proceed, Section 5 provides officer responses to the issues raised.

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

Scheme	No. Objections	No. Support in Part	No. Support in Full	No opinion	Comment	Recommendation
Astell Street	2	1	5	0	0	Proceed
Burnsall Street	2	4	8	0	0	Proceed
Camera Place	1	1	5	0	0	Proceed
Chelsea Square	2	1	5	0	0	Proceed
Elm Park Road	9	1	5	0	0	Do Not Proceed
Hobury Street	8	2	6	0	0	Do Not Proceed
Hortensia Road	3	2	5	0	0	Proceed
Ixworth Place	2	1	6	0	0	Proceed
Limerston Street	1	4	5	0	0	Proceed
Manresa Road	1	1	5	0	0	Proceed

## 5 CONSIDERATION OF OBJECTIONS

- 5.1 Appendix 1 – 10 lists the responses received to each location in full. Table 2 below illustrates the main themes of the objections or ‘support in-part’ responses received.

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

Scheme	Loss of parking space	Use an alternative location	Enforcement of E-Bike Schemes	E-bikes left on footways	No evidence of need	Object to principle of rental e-bikes	Poor behaviour by cyclists	Existing Santander Station nearby	Street too narrow	Other
Astell Street	2	0	0	0	1	0	1	1	0	2
Burnsall Street	2	0	2	0	0	0	0	0	0	5

Camera Place	1	1	1	0	0	0	0	0	0	2
Chelsea Square	0	0	0	0	0	1	0	1	0	2
Hortensia Road	1	1	0	2	0	0	0	1	1	1
Ixworth Place	0	0	1	1	0	0	0	0	1	2
Limerston Street	2	0	0	0	0	0	0	0	0	4
Manresa Road	0	0	0	0	0	0	0	0	0	2
<b>TOTAL</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>21</b>

5.2 Officer responses to the issues raised are detailed below:

### **Loss of parking space**

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

#### Officer Response

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

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

5.4 Two respondents suggested alternative locations. One respondent to the Hortensia Road proposal suggested using the end of Hortensia Road where it adjoins Fulham Road on the western side as the pavement is quite broad and the area is already an informal parking spot during Chelsea FC games. One respondent to the Camera Place proposal said that further down Camera Place, nearer to the Sporting Page pub should be used, where the road is less prone to turning traffic, and away from the school traffic.

#### Officer Response

- 5.5 The dockless rental e-bike operators are only willing to restrict their customers to the proposed parking bays if they are reasonably well distributed so that a user never has to walk too far to pick up or drop off an e-bike. Officers select each location to fulfil this constraint.
- 5.6 The footway where Fulham Road joins Hortensia Road, is not fully owned or maintained by the Council. We therefore have no right to implement an e-bike parking bay on the section of footway that would not intrude on the pedestrian desire line, backing onto the Tesco Express.
- 5.7 The section of single yellow line beside the Sporting Page pub is utilised for deliveries to the pub, and for al fresco dining. The current proposed location is intended to be less visually intrusive, abetting a flank wall, and as the space is currently utilised for car parking, there would be no more impact on turning traffic than there is currently.

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

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

#### Officer Response

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

#### **Rental e-Bikes left on footways**

- 5.10 Some respondents objected to the proposals on the basis that e-bikes are a nuisance and often left on footways.

#### Officer Response

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

#### **No evidence of need/Santander Cycle Hire docking station already nearby**

- 5.12 One respondent said that there was little or no evidence of e-bikes being left on pavements in Astell Street with another from the same street stating that there is already a large rental bike bay (Santander Cycle Hire station) in Chelsea Green 150 yards away. Respondents from Chelsea Square and Hortensia Road also mentioned the availability of Santander cycles nearby.

### Officer Response

- 5.13 People who hire dockless e-bikes currently end their journeys wherever they want so it is inevitable that not all bays will be where they are currently being left. In discussions with the businesses currently operating a dockless model, it is apparent that they will only move away from this model if there is a reasonable density of parking bays so that a customer never has to walk too far to pick up or drop off an e-bike. The Council is keen to encourage travel by more sustainable modes in line with Council policies relating to a cleaner, greener borough, improving air quality and reducing congestion. The Council will have access to data on the use of each bay and will therefore be able to identify and consider removing any bays that are poorly used.
- 5.14 The presence of existing Santander Cycle Hire stations, suggests that cycle rental trips are popular in the area. Officers will be monitoring the usage of newly introduced e-bike parking bays, and if occupancy proves low, may recommend returning the bay to its former use.

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

- 5.15 One respondent objected to e-bike rental schemes in principle, saying that they should be banned.

### Officer Response

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

### **Poor behaviour by cyclists**

- 5.17 One respondent objected to the proposal in Astell Street on the basis that cyclists and e-scooter riders were a menace.

### Officer Response

- 5.18 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.

### **Street is too narrow**

- 5.19 Two respondents believed the street in which the e-bike bay was proposed was too narrow.

### Officer Response

- 5.20 As the proposed e-bike bays are proposed where a car can currently park, there is no reason to believe that e-bikes parked in the proposed bays should affect traffic movement along the street any more than at present.

### **Other comments**

- 5.21 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	If private car driving being made more difficult, why are bus routes i.e. 11 & 211 being cut? (Astell Street proposal)	The Council does not aim to make driving more difficult, but to offer more options in terms of modes of travel. Bus services in London are run by Transport for London and they make the decisions on service levels subject to consultation. The Council successfully resisted the loss of bus routes, and both the 11 and 211 will continue to operate.
2	Respondent feels that the residents in the Astell Street areas are ‘of a certain age’ and feel ignored and overlooked because of the thrust for switching to electric cars and the proposed removal almost 20% of residents parking bays in Astell Street. (Astell Street proposal)	<p>Cycling is open to people of all ages and abilities and rental e-bike schemes can improve access to older people or people with disabilities as the bikes are power assisted. Our Equalities Impact Assessment considers the potential impact on older people.</p> <p>The respondents’ comments with regard to a 20 per cent reduction in residents’ parking do not appear to be true. Our records show no reduction of residents’ parking since 2012 (as far back as our records show). There are no EV bays in Astell Street, and none proposed at present.</p> <p>There are 39 residents’ parking spaces in Astell Street, so the proposal to lose one for a rental e-bike parking bay would be closer to a 3 per cent reduction of residents’ parking.</p>
3	Believes the proposal will be on the footway (Burnsall Street proposal)	The proposed e-bike parking bay is within a carriageway parking bay, not on the footway.

	There is not enough space on the pathway to accommodate e-bikes (Manresa Road proposal)	
4	Don't put the bay in a residential area, but it somewhere busier. (Burnsall Street proposal)	Rental e-bike trips are frequently made from home to a destination and/or back again. As such, the Council is proposing bays in a mixture of residential and 'destination' locations such as high streets. However, this bay is proposed at the junction with King's Road, so is likely to fulfil both purposes.
5	There is already a lamp column EV charger in this parking bay so it should not be converted to an e-bike bay. (Burnsall Street proposal)	There is no EV charger in the lamp column beside this bay. It is further along the road in a pay-by-phone bay.
6	Cyclists won't realise it's a one-way street. (Burnsall Street proposal)	The proposed bay is situated where there is a 'One-way' traffic sign.
7	Corner location is high traffic and if bikes knocked over will block carriageway and cause damage to parked vehicles. (Camera Place proposal)	As the proposed e-bike bays are proposed where a car can currently park, there is no reason to believe that e-bikes parked in the proposed bays should impact on roads with higher traffic flows. The e-bikes are designed to be heavy and not easily knocked over, but where this occurs, bikes are more likely to fall towards abutting parking bays rather than traffic lanes. The operators will be obliged to visit and tidy all e-bike bays throughout the day under the MOU agreement. Each operator must have insurance in place to cover any damage caused by their service and any claim would be made to the operator.
8	The location is obscured within a line of parked or parking cars so risk for potential users (Chelsea Square proposal)	There is no reason to believe that a user accessing an e-bike from the bay would be any more at risk from traffic than someone currently accessing a car from this parking bay. The risk is likely less as any of the e-bikes can be retrieved from the footway side, whereas drivers often find they must exit their vehicle from the carriageway side.
9	The pavements on the street are narrow, there is a lot of footfall. There will be more once the development	The e-bike bay is proposed within the carriageway, not on the footway. High levels of footfall may mean the proposed

	of the Suttons is completed. (Ixworth Place proposal)	bay is well used if pedestrians wish to continue a journey by e-bike.
10	Respondent believed the Santander Cycles station was being utilised. (Limerston Street proposal)	The proposed e-bike bay is beside the Santander Cycles docking station.
11	Respondent feels that the e-bike operators must purchase these bays, and not have them as a 'free solution.' (Limerston Street proposal)	All operators will pay an annual fee for access to the e-bike parking bays.
12	There is already a bay outside Pizza Express (Limerston Street proposal)	The bay outside Pizza Express is a rental e-scooter bay and, in line with direction from the Lead Member for Planning, Place and Environment, cannot be used for rental e-bikes.
13	Scheme should be trialled in a couple of areas to see whether it works. [All proposals]	Since June 2021, the Council has been part of the London rental e-scooter trial which uses designated parking bays as the only places e-scooters can be parked. Officers have observed high compliance with parking of these vehicles and therefore believe that a similar approach can be adopted for rental e-bike parking bays, without the need for a further trial.



## Appendix 1: Responses received for proposed e-bike bay in Astell Street

### Objection One

WE have already lost some parking bays in street because now only available for e charging cars. Also new development in Kings road under M&S mean over 60 parking spaces will be lost ,meaning visitors will park in the street. E-bike parking bay will take away 3 more car parking spaces. There is a large rental bike bay in Chelsea Green 150 yards away already. Older residents need cars .If private car driving being made more difficult. Why are bus routes i.e. 11 & 211 being cut. I use the 211 several times a week and it is always busy. In principle e-bikes ok but need more dedicated safe bicycle highways ( a radical idea; canter lever out along the Thames)

### Objection Two

I read the Notice, which I think was only posted between Cale Street and Astell House in Astell Street yesterday and I noted that RBKC want comments no later than 17 May. I would like to register my objection to the removal the order to “convert 5 metres of Resident’s Parking to ‘dockless bicycle’ parking”. This sounds even less appealing than the installed bike parking units in Chelsea Green itself. E-bikes and e-scooters are ‘ a menace’ in this area and I really don’t think many of the residents actually use them at all! However, I mostly feel us oldies, who refuse to convert to electric cars are being overlooked and ignored. I, for one, want to keep a petrol driven car for as long as possible as I just do not believe there will be sufficient convenient and fast charging points for electric vehicles in this country for many years yet. Filling a car with petrol is fast and convenient whereas electric charging never seems to be.

I think RBKC must be aware that the residents in areas such as this are, in the main, ‘of a certain age’ and feel somewhat ignored and overlooked upon occasions with the thrust for switching to electric cars and the proposed removal almost 20% of ordinary residents parking bays in Astell Street seems hard upon those of us, who have lived and worked in this neighbourhood, since the ‘60s .

Apparently a letter with these proposals were mailed to all residents but we never received a copy. We were away last year, from June until mid-October but have certainly not received any notification since we came back then. However, we spotted the one Notice pinned up in the street yesterday – and I would like to register our objections to the removal of any more parking bays, for ‘dockless bicycles’ – and the number for electric vehicles should not, yet, threaten too many bays either.

Many Wards will perhaps welcome ‘dockless bicycle’ zones/areas but I feel they are absolutely out of character with this area housing predominantly older people who are just not interested in e-bikes and even less in e-scooters, whose riders so often behave as if there are NO regulations governing the use of such vehicles.

NO, please to ‘dockless bicycle’ zones, requiring the removal of valuable residents parking bays, in Astell 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.

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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

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

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

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

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

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

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

## Appendix 2: Responses received for proposed e-bike bay in Burnsall Street

### Objection One

Totally disagree.

People will not leave the bikes in these boxes anyway, they will just leave them where they want and it will be a complete waste of council payers money and time.

Parking for residents is already at a premium. We don't have enough as it is without you taking more away.

### Objection Two

We residents have no where to park as it is. We cannot afford to lose any more. Parking is so difficult as it is. We pay for our parking permits.

I have 3 children and need to get school bags and food shopping in and out of my house and car all the time - it is difficult enough as it is without getting rid of these bays.

Plus I have an electric car and need to park near charger and resident bay.

You are making our lives a misery. Please do not give up these parking bays I really need them. Thank you.

[Additional comments]

I WHOLEHEARTEDLY OBJECT TO THIS PROPOSAL.

Please could someone call me to discuss this proposal of turning residents parking into dockless cycling bays.

[Additional Comments]

Further to my email of yesterday, PLEASE NOTE : there is a lamp post in the residents bay proposed for the dockless bike. WE NEED LAMPPOST FOR ELECTRIC VEHICLE CHARGING. There is NO residents bay EV charging on Burnsall street.

Thank you for taking this into consideration.

### Support in Part One

The bikes will just pile up & that area in Burnsall Street is where the dustbin rubbish collection takes place.

The pavement is narrow & busy - you are looking at damage to property, vehicles & access.

There is a fractional pavement opposite so where are people meant to walk?

The bikes which are rented should come with a 'Fining clause' for inappropriate 'dumping' on streets. They are becoming a nuisance & a blight. You know who rents them so make the individuals responsible please. Thanks.

### **Support in Part Two**

At the end of a parking bay close to where the most traffic and space is not in a residential area like Astell street;

### **Support in Part Three**

Burnsall St is a narrow street which is one way (no entry from Kings Road). Often large lorries try and come down the road which are too wide for it, so the e-bike parking space should be no larger in width than a small car, otherwise lorries will crash into it. People who hire bikes should be aware that they cannot ride down Burnsall St from the e-bike parking, next to the Kings Road, otherwise accidents will happen (as it's a one way street).

### **Support in Part Four**

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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

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

### **Support in Full Four**



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

**Support in Full Five**

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

**Support in Full Six**

The installation of on street parking places is fine. But it won't be sufficient. The Council needs to impose penalties on those who leave bikes lying on the pavement of on the road.

**Support in Full Seven**

[No comment supplied]

**Support in Full Eight**

[No comment supplied]

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

#### Objection One

I live just beside camera place and the proposed section of the bike parking area that will replace residents' parking. As a long-term resident of over 20 years, I know the flow of the area ( traffic, pedestrian and car parking) intuitively. The proposed introduction should be rejected because - 1. The corner of camera place is prone to high levels of traffic to the local pre-school, and lorries/delivery lorries turning into park walk. This corner where it is proposed for bikes to be left will be prone to these bikes being swiped and knocked over by the sharp tight vehicles turning. On many occasions we have witnessed issues with cars being damaged due to this. Having an open bay full of heavy bikes, prone to knocking over will cause a hazard to local residents, to the small children and parents who use the pavement nearby to cross to the 2 schools in the area. It is probably the highest road corner that you could have chosen, and totally inappropriate to line up e-bikes that are prone to falling, or being knocked (whether by passing traffic due to the tight turn, or deliberately by local youths who I've witnessed wanting to knock the bikes over to cause a domino effect).

In addition, when I questioned Mr Simpson, the road safety officer in relation to these proposals, I understand that this new area will simply be a marked open bay with no street furniture installed as normally the case to assist pedal bikes to be parked. Allowing an open bay for large e-bikes, that are often knocked over, and often deliberately to cause a ripple effect ( this is an issue all over the borough in current areas marked for riders to park them) risks damage to the cars parked alongside the proposed bay. I would expect residents to seek compensation if damage occurred. This aspect has not been considered confirmed Mr Simpson, and for this reason, the proposal must be reconsidered if you plan to locate open bays right next to existing resident parking.

Thirdly, very simply, the area in question is tight on parking and residents bays, already reduced by the removal of bays in park walk for dedicated e-car charging zone for example, Removing a large proportion of this parking, for which residents expect to access and pay for with their permit fees has not been considered, especially when the borough is proposing these e-bike zones to rein in practises of private commercial companies that shouldn't be done at the expense or the inconvenience of local community and local residents. If the council is bent on introducing these zone, then I strongly appeal that the corner of Camera Place is totally unsuitable and suggest that you consider either a different location ( maybe further down camera place nearer to the Sporting Page pub where the road is less prone to the turning traffic, and away from the school traffic, or to a different location entirely. I would suggest that this should be on a stretch of road like Limerstone Street for example which is wider, less prone to lorry traffic, a straight road vs locating on a corner of a tight turn, and away from children and parents.

#### 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;

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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.

Carriageway cycle bays:

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3. Addresses many of the concerns expressed by residents and others about the impact of dockless hire bikes on pavements and impact on pedestrians
4. Improve pedestrian experience and safety

5. Improve the safety for hire users using the carriageway at present for parking
6. Reduce conflict between pedestrians and cyclists (negating need to mount pavement to park bikes)
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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
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4. It would be good for bays to have residential cycle parking facilities adjacent with planting to improve kerbside space
5. The bays should have planting or bollards to clearly designate bays for cycle parking and provide protection for cycles parked in the bays and avoid vehicles encroaching, parking or stopping in such bays

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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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 4: Responses received for proposed e-bike bay in Chelsea Square

##### **Objection One**

The proposed bay location presents a serious safety risk for potential users - It is obscured within a line of parked or parking cars (demand for these bays is constant - from a mix of hospital employees, hospital patients, hospital visitors and residents). Three years ago, a motorcyclist was nearly killed having pulled out of this line of cars into the path of an oncoming car. The East side of Chelsea Square is a fast, busy, mixed-use street.

It is very much hoped the council will take these important safety concerns into account, and relocate the bay.

Both the current TFL and Bicycle Association guidance on Bicycle parking (amongst others) highlight the importance of bay visibility and also of locating parking bays as close as possible to the target destination - here two national hospitals - for efficiency and to limit inefficient disruption to the surrounding area.

There are many options closer to the national hospitals to locate the bays, which would address safety and these other important issues.

Thank you for your consideration.

##### **Objection Two**

We already have an 18-bike rental bay on 18 South Parade which causes congestion as it sits almost at the corner of Old Church Street.

To have yet another one proposed for opposite number 10 Chelsea Square would be too much.

Especially as there already is a motor-bike parking bay on the corner of Manresa Road and South Parade all connected to Chelsea Square.

If the new one in front of number 10 Chelsea Square is installed it will make three bays in total, what I would consider too many in such a tight area.

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

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

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

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

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

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### **Support in Full Two**

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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 5: Responses received for proposed e-bike bay in Elm Park Road

### Objection One

There is a severe lack of Residents' Parking in the area. Instead of taking away Residents' Parking to facilitate the commercial gain of e-scooters, which I note that Paris has banned because of the antisocial and dangerous ways in which they are used I suggest that if road space is to be taken for this use in the Royal Borough it is taken from the adjacent paid parking spaces and that the e-scooter rental companies pay for the space at the same rate as the Borough charges paid parking users.

[Additional Comments]

Every one of the proposals in this Ward involves taking away Residents' Parking.

Is this another initiative of the anti-car lobby?

[Additional Comments]

Thanks for raising this. As I am sure you have experienced the pressure for Residents' Parking in Stanley Ward is very great.

What is the current ratio between the number of permits issued to residents of Stanley Ward to the number of Residents' Parking spaces available within Stanley Ward and how has this changed with time?

I would also be interested to know what payment is being made by the e-bike/e-scooter rental companies to the Borough for providing the proposed spaces.

[Additional Comments]

Many thanks for these interesting data.

The reduction in the number of live permits for residents of Stanley Ward has, sadly, not reduced parking pressure- it may be that this is (i) because residents from other parts of the Borough come to the Ward to visit shopping and entertainment venues in the Ward and nearby, (ii) so many residents bays are suspended for construction works and other purposes so that the available number of spaces is far below the nominal number.

As a long-term resident of the Ward I am finding it no easier to find a parking place. Exceptional pressures come when there are Chelsea Football Club matches, since the Ward restrictions are less severe than in Fulham. Also in the evenings and at weekends.

I urge an experimental roll-out of this scheme over a limited area to see whether the proposed bays actually do get the e-scooters and e-bikes off the pavements.

I would also like consideration to be given to using pay spaces rather than residents' spaces.

I am pleased to hear that the Borough intends to secure payments from the e-scooter/e-bike operators.

I appreciate that balancing the conflicting demands for our very limited road space is a real challenge.

**Objection Two**

Please ensure that the areas earmarked do not prevent all people with sight loss or those who walk on crutches or need to walk with walking sticks are not hampered in any way whatsoever.

[Additional Comments]

Why don't you currently remove bikes parked on sidewalks.

**Objection Three**

The street is very congested due to being used as a thoroughfare to avoid Beaufort street which is always backed up and busy, especially around rush hour. Adding a cycle bay here when it is already a narrow street that can't support two cars going down it in opposite ways will add to the overall congestion in this part of the road.

**Objection Four**

The traffic, both ways, makes this street already very congested in this particular section. The provision of the location for this E scooter parking is right next to where passing cars congregate during congestion. It's therefore quite dangerous for pedestrians too.

**Objection Five**

This small section of Elm Park Road is a narrow street with a large problem with traffic congestion and damage to cars from attempts of cars to pass each other during the peak hours. I have photos. We have to put up with car horns, angry arguments and sitting traffic fumes as a result. I think that this would make this section of road dangerous for e-bikes which might well then start using the pavement to reach the e bike parking spaces. It could work if the road was shut off to traffic at the Beaufort street junction.

While i am a bike enthusiast, I don't think this site is a good choice. The wider streets of the vale and Elm Park Gardens would be better in my opinion. The bikes are heavy and what barriers will be in place to prevent falling bikes from hurting passing pedestrians on the narrow pavement from being hurt?

**Objection Six**

Bicycles on the pavement are perilous to pedestrians. The two simply do not mix. It is particularly dangerous to blind, disabled and elderly people. Exactly how would a Guide Dog to the Blind know that a cyclist would be present on a pavement. It could not protect either itself or its owner. I am over 70 years old and do not wish to be dodging cyclists on the pavement. They would be swerving off the road onto the pavement, serving off the pavement on to the road or just cycling along the pavement. Elm Park Road is narrow enough now for two lanes of traffic. This cockamamie idea would only exacerbate the problem; there would be accidents and people could get hurt.

RBKC really must stop its endless money-making efforts at the expense of residents. It's both greedy and unfair.

**Objection Seven**

we live directly opposite the proposed place in Elm Park Road and are vehemently opposed to this proposal. there is a terrible shortage of parking spaces for deliveries and necessary service people. we have been in our flat for 35 years and depend on the above. it is bad enough for getting knocked over by these e-bikes, as has happened to us, but unacceptable to now lose essential parking space to them as well. so we humbly appeal to common sense and compassion. we hope like in Paris, these e-bikes disappear altogether as they are used by inconsiderate people completely ignoring all other rules and causing danger. but at the very least please do not take away what for us the last few remaining and essential parking bays.

**Objection Eight**

This is a terrible and stupid idea. It will completely block the pavement. The street is narrow (only one car can go down the road at one time ie you can't have cars going down the road in opposite directions at the same time) and is constantly blocked with traffic so is a dangerous place for bikes to start and finish. Bikes here will only make the congestion on the road even worse. Also if pedestrians or cyclists getting on bikes are forced into the road it will be dangerous and again will make a bad traffic situation only worse. Elm Park Gardens close by is a wide road and a much more sensible place for this bike suggestion.

**Objection Nine**

This is a narrow road, with barely enough room for single traffic flow and constantly backs up to affect Beaufort Street. It is already dangerous. The pavements are very narrow and it is accident waiting to happen if you further restrict the already congested flow of pedestrians and traffic by forcing people into the road and having scooters coming and going trying to intercept this. Parking bays are scare enough around here and to take more away is going to create havoc.

I don't understand the need for an e bike parking area near here. If there absolutely has to be one in this particular part of the ward It doesn't make any sense to put it here when Elm Park Gardens and the Vale are so close and so much wider.

It will frankly be dangerous if you put it here

**Support in Part One**

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

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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

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

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

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

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

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

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

## Appendix 6: Responses received for proposed e-bike bay in Hobury Street

### Objection One

There is not enough resident parking in this area as visitors to shops and restaurants regularly use the spaces. Furthermore, how can you enforce people to parking the bikes within these bays. Currently people do not care where they leave the bikes and will NOT be bothered to cycle to a bay when they will not be penalised for leaving them on the pavement. This is another waste of public money on a scheme that will make zero difference. You would be better off clamping the bikes that are in dangerous positions and forcing the operators to pay fine to have them released, maybe then they would control the rentals better.

### Objection Two

These bikes are a complete nuisance.. people will still leave them all over the place even if there are 'designated' boxes. This is a total waste of public money and there are far greater concerns at the moment to be spending money on - the roads are in the most terrible state and in desperate need of repair - if there is no money to do this how is there money to put boxes on pavements?

The bikes are totally disregarded by people using them and by thinking if there are boxes to leave them in people will respect the pavements - they will not - its a fallacy....

Stop wasting public money and spend it where it needs it

The only bike scheme that works where the bikes are not left all over the place are the Boris bikes and this is because money is involved

The best thing to do is to take all other bikes out of the equation-they are dangerous, disregarded and pointless and councils will be adding to the utter madness of people who use them

### Objection Three

The number of parking spaces in the Ten Acre Estate close to the Kings Road is already inadequate and we often have to drive some distance from our house to find a parking space.

Street-side restaurants have already reduced the number of parking spaces available for residents, and there are hardly any e-bikes left on the streets in our area.

It would be a complete waste of a parking space to allocate one to e-bikes here.

If it is judged essential for another set of e-bike terminals in this area there is plenty of off road space at World's End.

### Objection Four

takes away resident car parking bay which is in short supply

The unanimous consensus from our 140 members, who we have consulted widely on this issue and have the views of over 30 from, are reluctant to use yet another residents' parking space on the Ten Acre Estate. We would propose that the nearby and barely used location of World's End Plaza, where there are already dock stations for Santander bikes, would be more suitable and not reduce car parking spaces further. This would also be a more obvious and easier location for e-bike users to find.

[Additional Comments]



I am joint Chair of the Ten Acres Residents Association and just had a question before we ask members to respond to the e-bike survey. Could you tell me the exact locations that you are proposing to put e-bike parking bays on Camera Place, Liimerston Street and Hobury Street which are part of our members area please? From the website photo it look like you are proposing to paint white e-bike boxes on wide pavements. However, the pavements on our 3 streets are not wide enough for the type of boxes you propose so we would like to know exactly where they will be placed.

[Additional Comments]

Cllr. Josh Rendall suggested that you might be the best person to contact re the e-bike parking bays. I am Chair of Ten Acres Residents' Association and the committee is considering how to advise our 140 members to respond to the consultation.

I have contacted the e-bikes team at RBKC who have given me the 3 precise locations proposed for bays within our membership area and also answered some questions.

They have indicated that we will lose 3 x 5m of residents parking space in Limerston St, Hobury St and Camera Place. Each bay is intended to take up to 8 e-bikes. They also said that single yellow lines could not be used for these bays as they are there for traffic safety or to protect entrances to resident's in-property parking spaces.

We do appreciate there is an issue. We have noticed that sometimes there are 2-3 bikes dumped on pavements on the estate at any one time, no doubt replicated across the borough.

However, RBKC are creating space for 24 bikes, which seems like overkill?

What is the incentive for e-bike users to go out of their way to put bikes in the new parking bays rather than just dump them at their destination point as they do now?

What penalties will the e-bike rental companies suffer if their customers do not use these new parking bays?

Who will be responsible if bikes fall onto, and damage, care parked in the adjacent parking bay?

Will the new bays look like this? In which case, we'd rather have the odd one lying about on the pavement!

At our recent AGM it was put to a vote whether we wanted to lose any more residents parking spaces - 20/20 voted no, not for e-bike parking bays.

It was felt you are using a sledgehammer to crack a nut.

I couldn't find in the consultation page any justification for the number of proposed e-bike parking bays or whether they will be used. Have they been tested in other boroughs? Do they work?

We would like to gain some reassurance that RBKC has looked closely into these issues rather than the skimpy justification given in the consultation link and press release.

### **Objection Five**

In TARA we have a considerable shortage of visitor parking spaces. These have diminished in numbers over the years. It is especially difficult for visiting workmen to find anywhere let alone social visitors. We are already losing visitor parking spaces and residential ones to EV charging points - some are restricted to preference EVs, some are 'EV Only' - and already we have lost some to 'Car Club only'. I suggest this proposed Hobury Street e-bike non-docking area is put by the other bike docking site at the World's End Plaza: a much more central point and easier for e-bike riders to find.

### **Objection Six**

There is already limited parking for residents, which means that one is seldom able to park close to my home. It would be fairer to residents to locate the e-bike parking in one of the pay-by-phone bays on the other side of Hobury Street, otherwise you are favouring visitors rather than residents.

I am in favour of bikes but not when they get left anywhere, blocking roads and particularly pavements. From experience e-bikes, scooters etc are never left neatly inside parking bays.

I am already troubled by the number of buses coming round past our house into Hobury Street. It is already increasingly difficult to even stop and drop off shopping as it is. This would make it impossible.

I believe the fairer option would be to take one of the Hobury visitor parking bays than a residents bay, given that coincidentally my Council tax bill arrived and it is £2844.80, and I am losing residents benefits and yet paying a very high price for the privilege of living in Chelsea.

[Additional Comments]

I am writing to request a reconsideration of the proposed bay as listed above.

The reasons for my concern are as follows:

Whilst I am in favour of cycling, walking, public transport as opposed to driving, I have a number of, I believe, valid reasons why this is not an ideal location for the e-bike bay.

1. I already have two pay by phone parking bays opposite which means these are off limits to me as a resident (I do own a car and no off street parking).
2. There would be no docks for the bikes and they are never left tidily which means they would not remain inside the allocated bay, but on the road and pavement (I have gone and observed other bays and this is always the case).
3. Buses come round my corner (my entrance is on Hobury Street although my house number is 458 Kings Road) which is potentially a hazard for them as the buses are frequent and it is not a particularly wide street.

4. As this would increase the number of people directly outside my gate, it would offer the potential of people using my garden to leave their rubbish (already frequent), urinate on my walls (already frequent - I go through a lot of bleach), use my steps to eat their meal or smoke a cigarette/joint (already frequent) and potentially create an opportunistic chance of seeing if they could get into the property (again, this is fairly regular).

5. Increasing the inability for me to ever park near my house. Which is already an issue.

I don't want to provide the negative aspects without offering a solution so I have had a look at a location nearby that perhaps would be more suitable.

The corner of Langton Street and Kings Road, only two streets away, in the equivalent spot there are commercial properties facing one another. As they are closed and shuttered in the evenings this location would provide fewer opportunities for people using the bikes to have the temptation of the behaviours I mentioned above.

#### **Objection Seven**

There are no residents to be disturbed and no buses use that street for access.

I have attached a number of photos showing how close my entrance is to the proposed bay and also some photos of Langton Street that in my view would be better suited.

#### **Objection Eight**

I write to object to the proposal to install an e-bike parking bay in Hobery Street SW10 - with a suggested alternative. There will be nearby parking bays located in Limerston Street, Milmans Street and Camera Place, so I would ask you to consider installing a parking bay for the e-bikes on Worlds End Plaza instead. There are already bays for e-scooters and Santander bikes, this bay would be situated between the suggested locations mentioned and a new bay in Hortensia Road. A benefit of relocating the space to the Plaza would free up a Residents' Parking space which is much needed in this mainly residential area. Many thanks.

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

I support the entire scheme. I believe these rental bikes need to be parked in dedicated spaces. The same applies to scooters. In European towns where these rules don't exist it has become a total nuisance. I would put more stations and in some cases on pavements where the pavement is wide enough. Eg. Lamont Road Passage. I would also convert some park and display bays, not only residents bays, consider supermarket parking areas, petrol station parking areas where possible.

I would also like to see a scheme where residents can park and secure their electric bikes and have charging stations available. This could considerably decrease traffic in the borough. Most people live in flats and do not have ability to carry an e-bike up to their flat to recharge. Some batteries are now fixed into the frames or too difficult to take out.

I have noted that some bike sheds have been installed, more of these are needed.

### **Support in Part Two**

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

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

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

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

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

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

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

Carriageway cycle bays:

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

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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### **Support in Full Three**

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

### **Support in Full Four**

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

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

### **Support in Full Five**

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

### **Support in Full Six**

[No comment supplied]



## Appendix 7: Responses received for proposed e-bike bay in Hortensia Road

### Objection One

No bays until you agree to pick up (or make the suppliers pickup at their cost) any bikes "dumped" randomly on pavements. There is no excuse for dumped bikes

### Objection Two

Narrow street with cars parked on both sides, cars and motorbikes speeding very often, on weekdays traffic is slow. No enough parking spaces for visitors/contractors! Before introducing another obstacle please enforce speed limit effectively. Also, e-bikes tend to be abandoned at every corner these days. Please stop this unacceptable littering.

### Objection Three

[redacted] who has no access to email or internet called to lodge an objection to the proposed bay on Hortensia Road, she feels the location which is [redacted] is unsuitable.

### Support in Part One

This location proposed is adjacent to a "Boris bike" location. It risks becoming very congested. I think a better place for the e-bike (and e-scooters) would be at the end of Hortensia Road where it adjoins Fulham Road on the western side. The pavement is quite broad here and the area is already an informal parking spot during Chelsea FC games.

### Support in Part Two

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

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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 Ixworth Place

### Objection One

The pavements on the street are narrow, there is a lot of footfall. There will be more once the development of the Suttons is completed. Ixworth Place does not need this bike installation.

### Objection Two

Because in my opinion this will not have an effect on the people who dump their bikes in the middle of the pavement, the main culprits being the office staff in the building opposite Samuel Lewis Trust Estate.

### 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
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5. Improve the safety for hire users using the carriageway at present for parking
6. Reduce conflict between pedestrians and cyclists (negating need to mount pavement to park bikes)
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8. Will promote sustainable travel in the borough, convenience is a key enabler for increased active travel
9. Proven to be effective as carriageway bays already implemented by other London authorities e.g. City of London

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

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

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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

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

### **Support in Full Four**

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

**Support in Full Five**

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

**Support in Full Six**

[No comment supplied]

## Appendix 9: Responses received for proposed e-bike bay in Limerston Street

### Objection One

I feel that in my particular location the issue of randomly abandoned eBikes is occasional and to give up 3 residents bays in Limerston, Camera Place and Hobury Street is unnecessary and unfair on parking permit holding residents. I do appreciate the problem but feel that the bike providers need to ultimately purchase these bays as they should not have a free solution to the unsustainable business model that doesn't allow for docking! They ought to be filling the councils coffers or purchasing private land to dock their bikes? At petrol stations maybe? The proposed bay outside no2 Limerston St is directly outside someone's house! That's really not ok! Thank you.

### Support in Part One

I am in favour of E-Bike parking, but I am concerned with this proposed location. The location, from what I can ascertain from the mapping, is where the Santander Bike parking bays are located.

Is the proposal to reduce the Santander parking bays and replace that space with the E-Bike parking bay, or is it to take away an existing car parking bay and replace that bay with E-Bike parking bay.

The proposal is very unclear, so makes a decision to accept the proposal or not very difficult.

As I am also in favour of introducing a Bike Hangar in Limerston Street, I would like to know how you would see all three cycle parking areas ( Santander, E-Bike and Hangar) work in tandem along Limerston Street.

### Support in Part Two

Not to sacrifice residents parking bays

### Support in Part Three

There is already one there outside Pizza Express.

### Support in Part Four

These comments apply to all the parking bays being converted to e-bike parking spaces. How will the new e-bike bays stop people leaving bikes anywhere on the pavement as they do now? What penalty will there be for people who continue to leave them on the pavement and how will it be levied? Shouldn't the hire companies be made responsible to go round and collect the bikes, as they know where they are? People may use the e-bikes for short journeys, I can't imagine people giving up their cars to use e-bikes. The loss of so many parking spaces will put even more strain on those that remain. People pay for their Residents' Permits and, already, more permits are sold than there are available spaces, so this proposal is not fair to them. In summary, those who leave their bikes where they get off them won't change their habits. Residents will be forced to struggle even more for parking, and the Council will continue to



collect revenue from permits and fines from people who feel forced to park in empty or under-used e-bike bays. Rather than apply this scheme wholesale and risk a potentially expensive disaster, please trial it in a couple of areas first to see whether it actually works.

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

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

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

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

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

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

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

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

Carriageway cycle bays:

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2. Are space efficient where they replace one car parking bay (often used by one car for most of the day) cycle bays enable greater utilisation with capacity for 6+ bikes and will have a greater turnover of use given they are hire bikes
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A map of proposed locations would have been helpful to provide an easy view of coverage for proposed locations, some comments:

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

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

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

### **Support in Full Two**

I am submitting this consultation response in a personal capacity.

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

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

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

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

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

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

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

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

## Appendix 10: Responses received for proposed e-bike bay in Manresa Road

### Objection One

Simply not enough space on pathway to accommodate e-bikes

### 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

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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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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.
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### **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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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.