

# The Royal Borough of Kensington and Chelsea

## Cycle Hangar Consultations April 2025

### Report by the Sustainable Travel Apprentice

24 July 2025

## 1 Background

- 1.1 Responding to residents' NCIL or City Living Local Life grant applications, Officers selected five locations to place a cycle hangar in a residents' parking bay. From April to June 2025, the Council carried out non-statutory consultation on this proposal. This report considers the 92 responses that the council received and the officer recommendation to the Director for Highway and Regulatory Services on how to proceed.

## 2 Consultation Responses

- 2.1 From 28 April to 8 June 2025, the Council undertook consultation on introducing five new cycle hangars in the borough. A total of **2,200** properties near the proposals received letters sign-posting them to the consultation available on the Council's web portal. Local ward councillors and residents' associations were made aware of the consultations by email. The proposals, including a plans of the locations can be found on the [Consultation and Engagement Hub](#).
- 2.2 In total, 92 responses were received. The verbatim responses are available on request. Table 1 summarises the responses received and the recommendation on how to proceed. Each location proposed installation of one standard cycle hangar, with the exception of Onslow Square where a cargo cycle hangar was proposed.

Table 1 – Summary of responses received.

Scheme	No. Objections	No. Support in Part	No. Support in Full	Recommendation
Campden Grove	8	0	44	Proceed
Lexham Gardens	1	1	11	Proceed
Oakley Street	4	0	7	Proceed
Onslow Square	0	0	10	Proceed
St James Gardens	2	0	4	Proceed
<b>TOTAL</b>	<b>15</b>	<b>1</b>	<b>76</b>	

## 3 Consideration of Objections

- 3.1 Appendices 1 – 5 list the responses received to each location in full. Table 2 below illustrates the main themes of the objections or 'support in-part' responses received. Officers have not responded to the supportive comments received but acknowledge installation of hangars is in line with Council policy to encourage more trips by cycle and contribute to a cleaner, greener borough.

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

	Loss of parking space	Use an alternative location	Not required/waste of money	Visually intrusive	Risk to traffic/pedestrians
Campden Grove	7	3	2	2	-
Lexham Gardens	1	-	1	1	-
Oakley Street	1	-	3	2	1
Onslow Square	-	-	-	-	-
St James Gardens	1	-	1	-	1
<b>TOTAL</b>	<b>10</b>	<b>3</b>	<b>7</b>	<b>5</b>	<b>2</b>

3.2 Officer responses to the issues raised are detailed below:

### **Loss of parking space**

3.3 Some respondents were concerned at the loss of a parking bay to accommodate a cycle hangar and/or believe the hangar offers poor use of space.

#### *Officer Response*

Each proposal is to convert three metres of parking bay for each proposed cycle hangar. A parked car typically uses more than five metres of parking space. The Council must often balance the competing needs of residents for parking space (for both cars and bicycles). Provision of six resident bicycles in the space of less than one resident car parking space is considered a net benefit for residents.

### **Install the cycle hangar in an alternative location**

3.4 Some respondents suggested alternative locations, such as in other roads or (in the case of Campden Grove) in a diplomatic parking bay.

#### *Officer Response*

Officers propose cycle hangars in response to requests from residents. Cyclists – like car owners – do not like to walk too far to park their bicycles and it would be hard for residents of another street to understand why a hangar were being proposed in their road, when the requests were from residents of the street in which we have proposed the unit.

The Council was asked to provide the diplomatic parking bay under the Vienna Convention on Diplomatic Relations.

### **The hangar(s) is not needed and/or is a waste of money**

- 3.5 Some respondents said they believed the proposed hangar was not necessary and would not be used - either because there were not enough cyclists nearby, cyclists used nearby Santander Cycle Hire or dockless rental ebike services or had existing cycle parking facilities such as in basements or nearby Sheffield stands or railings which the respondents considered sufficient.

Officer Response

In most cases, the Council requires at least three requests from three different households before a consultation for a new cycle hangar unit is proposed. The large number of supportive comments received to the proposals suggest that cycle hangars at all locations would be well utilised. The average waitlist for existing hangars in the borough is 25 residents.

Whilst on-street unenclosed cycle parking such as Sheffield stands and Cyclehoops provide a useful facility for short-stay parking of bicycles, they do not provide the security of a cycle hangar. Cycles left in these types of facilities, particularly overnight, are more at risk of theft.

Whilst some residents are happy to keep bicycles within their homes, basements or gardens, many are unable to due to restrictions by their landlords, particularly with regard to cycles in hallways which are deemed a hazard to safe and timely evacuation or – in the case of external areas – they fear theft.

Bike rental schemes certainly provide a valuable service in their own right but for those who use bicycles frequently, cycle loan charges can quickly exceed the cost of owning a bicycle and storing it securely.

Cycle hangars are funded in a number of ways. The proposed cycle hangars would be funded through the Council's Neighbourhood Community Infrastructure Levy (NCIL) or City Living Local Life (CLLL) funds, for which residents must bid and secure ward councillor' approval. The relevant ward councillors gave their approval to the funding application, prior to the recent consultation. Indeed, the large number of supportive comments received to the proposals suggest that cycle hangars at all locations would be well utilised and the funding justified.

**The hangars are visually intrusive**

- 3.6 Some objectors believed hangars should not be installed as they were unsuited to a residential setting and considered an eyesore.

Officer Response

The Council must often balance the needs of residents with the visual impact on-street. To a large degree, visual appearance is a matter of subjective taste. Cycle hangars are designed for residential areas where they are most likely to be used for overnight storage. They have been installed in various residential locations in Kensington and Chelsea, and this type of bike hangar is extremely common across inner London.

**Risk to traffic/pedestrians**

- 3.7 Some respondents said they believed the proposed hangars would pose an obstruction to traffic or a hazard for pedestrians.

**Officer Response**

As cycle hangar units are smaller than an average car and are proposed in existing car parking bays, the proposals should offer no greater visibility issues – or narrowing of the carriageway or junction - than a car permitted to park here at present. The cycle hangar would not remove carriageway space, as they are installed in a space already occupied by vehicles. Thus they also do not obstruct the pedestrian pathway for older or vulnerable people, though there may be small periods of time when cyclists are loading their cycles in and out of the hangar from the footway

Cycle hangars open onto the footway rather than the carriageway. Users are therefore at no risk from passing traffic when they use the hangar.

- 3.8 Table 3 lists comments received that fall outside of the above main themes, alongside officer responses. Note that officers have sought advice from security experts in relation to point 2 below and will report on this verbally.

**Table 3 – ‘Other’ comments and officer responses.**

	<b>Comment</b>	<b>Officer Response</b>
1	The rental fee space for the proposed cycle hangars is too high and should be cheaper than car permits for electric vehicles to reflect the significant carbon savings that are made.	The provision of a cycle hangar is much more expensive to purchase and maintain than the marking and maintenance of a car parking bay. Moreover, residents who rent a bike hangar space have exclusive and guaranteed access to that space, which is not true of resident parking permits.
2	One responded stated that the cycle hangar in St James Gardens posed a perceived security risk threat to the Synagogue.	The cycle hangar is proposed to be opposite the Synagogue following correspondence with ward councillors. Officers consider that a cycle hangar does not pose any more threat than a car able to be parked at the location at present. A hangar is also checked on more frequently than a typical car, by the six residents that would have access throughout the day.

**4. Recommendation**

Officers recommend that the Director of Highway and Regulatory Services proceed with the recommendations set out in Table 1 above.

## Appendix 1: Responses received for proposed cycle hangar in Campden Grove

### Objection One

Campden Grove is a bustling street where parking is fluctuating.

Many residents park during the day to go to the Town Hall and the library and drop off and pick up their children at St Mary's Abbott School in the morning and afternoon.

We also have the Sunday Market and of course, Kensington High Street and Church Street a few steps away. It seems unnecessary and unfair to restrict parking. A dockless bay was installed in Gloucester Walk already and plenty of space is available in Jubilee Square for a hangar. Campden Grove doesn't have the capacity to welcome one, it is a small street (in fact, it is a grove....). Thank you.

### Objection Two

Already restricted parking in Campden Grove for residents

### Objection Three

The road is already too narrow, as it's a 2 way street but only one way can go at a time. So a permanent structure Taking up a parking bay seems pointless. There isn't enough residents parking on our street as it is.

And I believe it to be unsightly to have it on our street.

I am against it. Especially as it will be right on my doorstep.

### Objection Four

We already have limited parking in the area. We have lost spaces to electric bikes and should not lose more for cycle storage. Why don't you put them in the areas by the town hall?

### Objection Five

It is already difficult enough to find a resident space to park in when returning home, sometimes late, which is not very reassuring. The new development on Gordon Place will also place an additional burden if the new tenants have cars. Couldn't one be placed instead somewhere on the Town Hall premises ? Or on the diplomatic parking space on Campden Grove?

**Objection Six**

It is very crowded in Campden Grove and the residence in Campden Grove are struggling to find parking spaces already. On the other hand, most of the residence can manage to store their bicycles in their properties. So, the public cycle parking is not necessary on Campden Grove for the benefits of the residence.

**Objection Seven**

The streets of Kensington and Chelsea are subject to ever increasing obstacles - in particular cycle parking areas, where the bikes are consistently knocked over, either deliberately or by high winds and these bike hangers, such as the one in Sheffield terrace.

Visually the streets are losing their visual elegance by these installations.

In terms of safety, because the two inner legs are placed on the pavement, they can be a danger.

**Objection Eight**

Parking is extremely limited in this area. Add to that suspensions for construction and it can be impossible to park within a 3 block radius of your home. There have already been spots taken for motorbikes and Lime bikes (which fall over and block very narrow roads). There are a number of Santander options nearby for those who want to commute by bike. To further reduce the parking spaces to provide for something that already is provided for (Lime and Santander) seems completely and totally unnecessary.

**Support in Full One**

I hope the cycle huts will mean no more semi-dismantled, dumped bikes cluttering up the streetscape. I only worry that there won't be enough huts.

**Support in Full Two**

[No comment provided]

**Support in Full Three**

Please can I rent a spot in it

**Support in Full Four**

Fully support and super excited. Would be great to have the hanger to help keep 6 cars off the road. Clear and obvious improvement to meeting the objective for more active transit and improving air pollution.

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

Absolutely support this - with the number of flats on the street and with the addition of 1 Gordon Street there is huge demand for bike spots and it is silly to not give the benefit to 6 individuals can park cars can park all over the neighbourhood

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

Would be most welcome but I notice that many hangers in the area are not well used / largely empty and I have been on a waiting list for years so I think better monitoring of usage would help with the hangers really being used by those that need them

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

As a bike owner who waited over 2 years for a place in a bike hangar (and instead had to go for a folding bike), I fully support the installation of further hangars in our borough

#### **Support in Full Eight**

This scheme should be increased to allow for more cycling in the borough

#### **Support in Full Nine**

As a cyclist, it is extremely difficult to find safe places to store my bike in Kensington and off the busy main roads that are more susceptible to attract theft or vandalism.

I have personally reached out to Cyclehoop to enquire about the process to have one install close to my place. This would be a game changer for me and for the residents of my mansions as bikes aren't allowed inside the flats, aren't allowed to be locked on fences (as it's the case pretty much everywhere in RBKC) and there's only a handful of storage spaces in the small shed.

#### **Support in Full Ten**

This is absolutely required due to the extremely long waiting list. I live on Palace Gardens Terrace, a neighbouring street, and I have been waiting more than a year for a cycle hangar space, and I have been told that I will likely have to wait even 2+ more years! In the meantime, I am unable to store my bike and therefore unable to cycle.

There is also no issue with parking spaces as there is very often a number of available parking spaces in this area.

#### **Support in Full Eleven**

We need more cycle hangars. One parking space for a single car can accommodate 5+ cycles. That is an efficiency which RBKC would be foolish to turn down.

#### **Support in Full Twelve**

[No comment provided]

#### **Support in Full Thirteen**

I have to walk all the way up to Campden Hill Square to park my bike, a cycle hoop hanger on Camden Grove would be FANTASTIC. Note I already park a vehicle there, but I don't find there to be a shortage of vehicle parking so I would not consider removal of a car parking area to be problematic

#### **Support in Full Fourteen**

[No comment provided]

#### **Support in Full Fifteen**

Would really love it if a hanger was put in here! I am desperate to have access to a bike hangar close to my home because currently I live on the 4th floor and cannot use my bike for getting to work despite being a keen cyclist. Would make a big difference to my life and I would use it daily. I have waited to get a spot in one of the current hangars for a long time but they have a long waiting list.

#### **Support in Full Sixteen**

[No comment provided]



**Support in Full Seventeen**

Much needed since no other options available in the area.

**Support in Full Eighteen**

We need more cycle infrastructure. Lived in this borough for 30+ years and only use a cycle to get around or public transportation. Having to fit a cycle in a small flat is not easy. we need more safe outdoor spots.

**Support in Full Nineteen**

Supportive to encourage cycling in the borough to try to reduce car dependence.  
Like that this supports 6 bikes vs just 1 car, and there is plentiful residents parking around.

**Support in Full Twenty**

Critical to support biking in our neighborhood.

**Support in Full Twenty-One**

We have too many cars and parking spots on our streets - no downside.

**Support in Full Twenty-Two**

[No comment provided]

**Support in Full Twenty-Three**

Duh!!

**Support in Full Twenty-Four**

[No comment provided]

**Support in Full Twenty-Five**

[No comment provided]

**Support in Full Twenty-Six**

[No comment provided]

**Support in Full Twenty-Seven**

More cycle storage is crucial.

**Support in Full Twenty-Eight**

There are no hangers nearby and this would be very useful. It is very difficult lifting a bike into a building and we don't want to leave them in the street to be stolen.

**Support in Full Twenty-Nine**

Necessary for all the bikes on street lamps

**Support in Full Thirty**

[No comment provided]

**Support in Full Thirty-One**

[No comment provided]

**Support in Full Thirty-Two**

[No comment provided]

**Support in Full Thirty-Three**

[No comment provided]

**Support in Full Thirty-Four**

[No comment provided]

**Support in Full Thirty-Five**

[No comment provided]

**Support in Full Thirty-Six**

[No comment provided]

**Support in Full Thirty-Seven**

[No comment provided]

**Support in Full Thirty-Eight**

[No comment provided]

**Support in Full Thirty-Nine**

[No comment provided]

**Support in Full Forty**

Needed to prevent against bike crime.

**Support in Full Forty-One**

[No comment provided]

**Support in Full Forty-Two**

[No comment provided]

**Support in Full Forty-Three**

Support as I currently cycle to work on a foldable bike and am supportive of encouraging more cycling and enabling this from flats in the area where we have challenges of storing bikes.

**Support in Full Forty-Four:**

Should the cycle hangar on Campden Grove be installed, I would like a space.

## Appendix 2: Responses received for proposed cycle hangar in Lexham Gardens

### Objection One:

They are unsightly, unnecessary and are only used by a tiny minority of residents. They use up much-needed car parking spaces - for which drivers pay much more than the cyclists are being asked to pay!

### Support in Part One

Parking permits for electric cars are priced at £63 per year as they provide more carbon savings than petrol cars. Why then do bicycle permits cost £72 when they provide even more carbon savings? on top of that, in the space it takes to park 1 electric car, you have placed 1 cycle hangar which can easily fit 4-5 bicycles. I think the price of a bicycle hangar permit should be about £15-£20 per bike, which would already be a profit over car parking spaces. If the council would like to have even better funding, raising the base price of parking permits by £1 from £63 to £64 would definitely provide way more funding simply because there are so many parking spaces and permits.

### Support in Full One

More spaces for cycling hangars should be made available across the Borough - current level is not enough and this new proposal looks like a tick in the box exercise to show that something is done... But will not bring any real change until you start taking actions supporting cycling and reducing pollution from large 4x4s

### Support in Full Two

[No comment provided]

### Support in Full Three

This would be great. I really want to cycle to work but I have no where to store my bike safely as live at the top of a building, and hire bikes are expensive and unwieldy. I am on the waiting list for all the bike hangers nearby and have heard it can take up to a year to get a spot.

### Support in Full Four

Much needed

**Support in Full Five**

I fully support the installation of new cycle hangars in the borough, particularly Lexham Gardens which I previously suggested. There is huge demand for secure bike parking; I have been on waiting lists for several years.

**Support in Full Six**

YES - I absolutely support it. As a city and nation, we should be supporting more public and climate-safe transportation and having a bike hanger definitely does not limit any roadway or ability for cars to use the roads safely. I cannot see a reason why everyone would not support this, it's the most unanimously positive improvement to the area.

**Support in Full Seven**

Absolutely, would add more even if possible.

**Support in Full Eight**

I am sure there are many local residents who would like more secure bicycle storage to be available. I have been on the waiting list for the existing unit for a year with no luck.

**Support in Full Nine**

I would actually support more of these and even requested one be placed near my building in the footpath between Cromwell road and Redfield lane as leaving a bike in the open is a guarantee it will be stolen

**Support in Full Ten**

I would love to be installed in every street. We have 2 bikes, we live on the 6 th floor and every day I have to carry it up and down.

**Support in Full Eleven**

[No comment provided]

### Appendix 3: Responses received for proposed cycle hangar in Oakley Street

#### Objection One:

wholly unnecessary  
waste of funds  
waste of pavement /carriageway space  
causes unnecessary maintenance cost  
great obstruction simply to house potential six cycles  
the cycle hire rack in Phene St already causes great obstruction and potential danger to pedestrians and cyclists  
notwithstanding double yellow lines vehicles park opposite and cause obstruction  
a simple bike stand to chain up bike is more than adequate  
this proposal is a further example of over engineering and providing a disproportionately over sophisticated and costly solution for a simple task -namely to park and secure a cycle  
it disproportionately earmarks resources for a few which could be better utilised on other improvements for the many eg reducing traffic volume in Oakley St and improving general security

#### Objection Two:

We don't have enough parking on the street - we don't need to lose more parking spaces.

#### Objection Three:

Given the very high percentage of short-term bikes being used (Lime, Santander etc) in the Oakley Street area all through the day, the addition of more ugly street furniture to potentially house only up to six bikes seemed mis-guided.

**Objection Four:**

Are you confident that cyclists really want big, ugly, cluttering cycle hangers. I have been cycling in the Borough since 1966 and see no need for them.

**Support in Full One**

This is superb. I live on Oakley st and have 3 bikes all squashed into my tiny 1-bed apartment. I'd love to put at least 1 in here so I have room to move in my tiny London flat.

**Support in Full Two**

[No comment provided]

**Support in Full Three**

The installation of a hangar would provide a practical solution for local residents who currently park their bicycles in the street but worry about them being stolen.

It would also encourage potential cyclists, put off from purchasing a bicycle by the lack of secure, outside storage space.

The result would be a likely uptake in cardiovascular exercise by local residents, with its attendant health benefits, and the creation of a more eco-friendly street environment.

**Support in Full Four**

we desperately need more cycle hangars - I asked my Councillor if we could have one in Elm Park Road as well

**Support in Full Five**

[No comment provided]

**Support in Full Six**



[No comment provided]

**Support in Full Seven**

In this area there is not place to recover in safe way the bikes. It's a densely populated area plus if you add many cycle hangers it can be an incentive to use more bike and less cars

## **Appendix 4: Responses received for proposed cycle hangar in Onslow Square**

### **Support in Full One**

I strongly support this measure. I have no space to store my bike as a resident and it makes my day to day life ahrder

### **Support in Full Two**

This would hopefully lead to a reduction in local bicycles chained to trailing sand lamp posts which are a hazard to pavement users.

### **Support in Full Three**

Not enough space in our appartment so having a hangar will be more than appreciable.

We have also experiment robberies on our bikes in the streets.

So we are really pushing for more hangars instead of car parks (often empty).

### **Support in Full Four**

[No comment provided]

### **Support in Full Five**

[No comment provided]

### **Support in Full Six**

I think it's great!

### **Support in Full Seven**

[No comment provided]

**Support in Full Eight**

[No comment provided]

**Support in Full Nine**

secure parking for bicycles is always welcomed. The cargo hanger is a good development but only offers 2 slots. It would be great to see more slots offered. Also the price seems very high. I understand that a business could recover the £200pa. But many parents cycle their children to school in adapted cargo bikes and the cost could be seen as prohibitive. These parents should be encouraged to cycle to school and perhaps some thought could be given to differential pricing for such parents.

**Support in Full Ten**

This is essential if we were to get more people Cycling and out of their cars.

## Appendix 5: Responses received for proposed cycle hangar in St James Gardens

### Objection One:

There is plenty of space for residents to keep the bicycles. The use of public bicycles also show there is not need for cycle hangers. Often cycle hangers replace one or more car parking bays which is a source of frustration in areas with already limited car parking. In some areas car usage may outweighs cycle demand. Your letter doesn't offer clarity on this. Not all residents use bicycles so are these policies benefiting a specific population. Finally for people with disabilities and mobility issues who rely on car parking, cycle hangers are a disadvantage.

### Objection Two:

We attach our detailed reasonings for our vehement objections to this ill thought-out consultation. They are self evident, and follow the same fundamental line of logic of our previous strong and detailed objections, to this borough's almost identical proposals; namely - "Proposed E-Bike bay- opposite 8b St James's Gardens, W11 4RB", in May of 2023 (see email correspondence attached and a copy of original letter sent on the 12.5.23 ).

The only difference these new proposals have in regards to my client, and his immediate neighbours in this part of St James's Gardens, is that they clearly now increase the real and perceived security risk threat to the Synagogue, and by corollary those nearby residents. Quite why this Local Authority thinks this maybe a prudent risk mitigation balance, for this proposed located Cycle Hangar, is a mystery ??

The sensible solution, IF these *Cycle Hangers* are in conclusion, seen to be in such demand, is the same successful solution that this Local Authority has already implemented, in regards to your "*Proposed E-Bike bay- opposite 8b St James's Gardens, W11 4RB*"; that of Swanscombe Road, just around the corner. For the same reasons we have given twice now (and are hereby re attached).

- A) Our informal survey of our neighbours in St James's Gardens is that they do not wish to lose yet more valuable RBKC Parking Permit bays. The spur road of St James's Gardens is already very congested, with traffic to and from the Synagogue, and with frequent drop offs; as well as the daily drop/pick ups at the Nursery School, which is part of the bustling Synagogue complex. To DELETE yet another invaluable RBKC Residents' Permit Bay , and in this specific area for a bicycle hangar, will cause even more traffic and congestion for existing SJG residents and legitimate users of this section of St James's Gardens (see attached correspondence setting out objections to the proposed e-bike parking bay in St James's Gardens). Kindly note, that the majority of the houses in St James's Gardens are houses with sufficiently ample basement facilities and these residents have no need for such a hangar facility as they already have the facility to store bicycles. Please take specific note of the threat to Synagogues in the current political environment (such as Bomb Threats). It is submitted it would be enhancing the risk to the Synagogue and thus the residents of St James's Gardens to site a hangar at the current proposed location in the current environment.

- B) That is not to say that the general area would not benefit from such a hangar facility for those residents of the flats or of properties with no access to their own storage facilities. Ideally such a facility should be placed as close as possible to these potential users of the hangar and thereby avoid increasing this “danger factor” of this SJG spur road.
- C) The E-bike parking facility in Swanscombe Road has proved to be a success (to the extent to which any such facility can be a success without the obligation on the user to dock the returned e-bike in a Santander type facility).
- D) If the Council decides to proceed with a bicycle hangar in the immediate vicinity proposed, then we suggest that the very same reasoning be adopted by the Council as was indeed adopted for the e-bike parking facility in Swanscombe Road. This is already an established area which caters inter alia for those who live in the nearby flats and who are most likely to utilise such a storage space for their bicycles than the residents of SJG. Indeed, inspection of Swanscombe Road will show a convenient flank wall to give effect to proposed siting of the hangar.

**Support in Full One:**

This is great news, all the other hangers nearby are fully booked.

**Support in Full Two:**

[No comment provided]

**Support in Full Three:**

This is an excellent proposal.

However, I’m disappointed that more hangers aren’t being rolled out across the borough.

**Support in Full Four:**

Absolutely yes, we need way more of these. Homes are too small to fit bikes in and theft is rampant. Thanks for doing this.