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Title	Cycle Hangar Consultations January 2023
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Summary	This paper summarises recent non-statutory consultation responses to proposed bike hangar locations and the officer recommendations to the Director for Transport and Regulatory Services on how to proceed.
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Circulated to	Cllr Kemahli

1 Background

- 1.1 The Royal Borough's Local Implementation Plan for the Mayor of London's Transport Strategy was adopted as Council policy in 2019. It commits to, "identify demand for, and install, on-footway, in-carriageway and off-street cycle parking, including secure cycle hangars at key trip generators, streets and on housing estates".
- 1.2 Since that time, officers have used requests from the community to inform where there is likely to be demand for bike hangars. Using this data, the Council recently carried out non-statutory consultation on locations for 5 new cycle hangars. We received 57 responses in total. This report considers the responses received and the officer recommendations to the Director for Transport and Regulatory Services on how to proceed.

2 Consultation Responses

- 2.1 From 23 January to 5 March 2023, the Council undertook consultation on introducing five new cycle hangars at four locations in the borough. A total of 1,803 households living near the proposals received letters sign-posting them to the consultation and the consultation was available on the Council's web portal. Local ward councillors, residents' associations and community groups were made aware of the consultations by email.
- 2.2 In total, 57 responses were received. Table 1 summarises the responses received and the recommendation on how to proceed. At each location one cycle hangar was proposed, with the exception of Chesterton Road (two units).

Table 1 – Summary of responses received.

Scheme	Funding	No. Objections	No. Support in Part	No. Support in Full	Recommendation
Allen Street	NCIL3	8	1	6	Do not proceed
Chesterton Road (x2)	CLLL Capital	1	-	9	Proceed
Norland Road	Capital	-	2	4	Proceed
Redcliffe Square	NCIL3	4	1	21	Proceed
TOTAL		13	4	40	

3 Consideration of Objections

- 3.1 Appendices 1 – 4 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.

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

Scheme	Loss of parking space	Use an alternative location	Anti-social behaviour	Visually intrusive	Not required	Risk to traffic/pedestrians	Other
Allen Street	5	2	-	5	3	2	5
Chesterton Road (x2)	1	-	-	-	-	-	1
Norland Road	-	2	-	-	-	-	3
Redcliffe Square	2	1	2	2	-	-	4
TOTAL	8	5	2	7	3	2	13

- 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 car parking space to accommodate a cycle hangar and/or believed the hangar offers poor use of space.

Officer Response

When placed on the carriageway, cycle hangars are only located where it would not otherwise cause an obstruction or hazard to park a vehicle. By virtue of having already designed our kerbside space to maximise the amount of permit-parking, this means that hangars are only installed where there is currently a marked parking bay. A cycle hangar occupies three metres of parking bay and accommodates six bicycles. This compares with five metres for a typical car parking bay. At all locations in Table 1, there are more resident parking bays available, but no other cycle hangars (with the exception of Redcliffe Square which has a fully occupied hangar in the south-western arm. There is a waiting list of 15 people for this hangar). This lack of provision for residents' cycles lessens the likelihood of them purchasing and using a bicycle. This outcome is contrary to the "Greener" commitment in the Council Plan, namely to, "continue to improve air quality in Kensington and Chelsea by encouraging electric cars, walking, and cycling, and use of public transport.

Install the cycle hangar in an alternative location

- 3.4 Some respondents suggested alternative locations, such as in other roads or in pay-by-phone bays rather than residents' bays.

Officer Response

Officers propose cycle hangars in response to requests from nearby residents. Aside from remote parking being a disincentive to cycle, it would be unfair for residents of another street to lose an amenity in order to protect that of another. In this case, the objector would prefer the proposed Allen Street hangar be installed in or close to Iverna Gardens. Officers consulted on a location at the junction of Abingdon Villas/Iverna Gardens in October 2022, and that also drew objections from residents.

When looking to provide resident cycle parking where no suitable footway or single yellow line is available, officers prioritise conversion of residents' parking over pay-by-phone bays as we know residents value these bays for visitors and these tend to be less widely available than residents' bays. Moreover, since cycle hangars are to accommodate residents' bicycles, there is a fairer case to use space assigned for residents' cars as opposed to that assigned to their visitors (e.g. pay-by-phone bays).

Two residents commented that the location on the large pedestrian piazza in Norland Road was unsuitable and that parking should be used instead or that the hangar would block pedestrian desire lines. The piazza is extremely large and the proposed location is outside of desire lines, tucked back onto two decorative stone balls and between two dropped kerbs – which are situated on desire lines and more likely to be used by pedestrians crossing.

One of the Redcliffe Square objectors proposes the use of the larger footway area next to the bins and the entrance to the park. This footway is maintained by Transport for London who do not currently permit cycle hangar installation on their assets.

Anti-social behaviour

- 3.5 Two respondents to the Redcliffe Square proposal were concerned that the hangar(s) would generate anti-social behaviour such as littering.

Officer Response

There is no evidence that existing cycle hangar units in the borough collect rubbish. Typically, the hangars are cleaned and maintained twice a year. However, if excess litter is observed in the vicinity of a cycle hangar – or anywhere else in the borough - this can be reported to streetline@rbkc.gov.uk.

Visually intrusive

- 3.6 Some objections believed hangars should not be installed as they were unsuited to a residential setting, particularly where the local area is designated as a conservation area.

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; by what measure is a cycle hangar any more intrusive than a parked car? 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 many inner London boroughs.

Conservation areas do not restrict the introduction of cycle hangars if the Council is installing them to satisfy our statutory role as highway authority. The units do not require planning permission (General Permitted Development Order 2015 Schedule 2, Part 12, Class A) and there is no size limit to what is permissible so long as their purpose is consistent with the local authority's duties as highway authority.

The hangar(s) is not needed

- 3.7 Three respondents to the Allen Street proposal said they believed the proposed hangar was not necessary and would not be used because people could park their bicycles in their homes or gardens.

Officer Response

Whilst some residents are happy to keep bicycles within their homes, basements or gardens, many are unable to do so 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 - fear of theft.

The supportive comments received to the proposals suggest that the cycle hangar proposed for Allen Street will be fully occupied if installed.

The hangar poses a risk to traffic/pedestrians

- 3.8 Two respondents to the Allen Street proposal believed the proposed hangar would narrow the carriageway and pose a danger to passing traffic and pedestrians, presumably by blocking visibility.

Officer Response

As cycle hangar units are smaller than an average car and the unit is proposed in an existing car parking bay, the proposal should offer no more visibility issues – or narrowing of the carriageway - than would a car permitted to park here at present.

Other comments

- 3.9 Table 3 lists comments received sitting outside of the above themes, alongside officer responses.

Table 3 – ‘Other’ comments and officer responses.

	Comment	Officer Response
1	Takes away space from the footway. (Allen Street proposal)	The hangar is proposed in a section of carriageway parking bay. There will be moments where a user is opening the hangar that the door will temporarily swing out above the footway, but this is momentary, in the same way a car door opened onto the footway is.
2	Hangar will clutter the street. (Allen Street proposal)	As the hangar is proposed in a section of carriageway parking bay, there is no reason to believe it will clutter the street any more than a car parked here at present. Whether street furniture should be considered “clutter” will depend on whether its function is thought to be necessary.
3	Hangars are a money-making scheme because the council will still collect the same amount from resident parking fees minus a space and collect additional fees from the cycle hangar users. (Allen Street proposal)	The Council does not make income in the way that a business may do so – in order to generate profit. Any funds generated through fees, such as the resident parking permit, are used to continue to provide services to residents. Renting a cycle hangar space is completely optional and the fees are used purely to manage the rental scheme, maintenance and cleaning of the hangar.

4	There is too much construction work nearby taking up valuable side-road space against the wishes of residents. (Allen Street proposal)	Whilst sometimes inconvenient to residents, construction traffic is temporary. The presence of construction vehicles does not mean that the Council cannot or should not aim to meet the requests from residents for permanent secure cycle parking as soon as we can.
5	Hangar does not address traffic flow in Scarsdale Villas. (Allen Street proposal)	Cycle hangars do not aim to address issues with traffic flow in a specific street, albeit they are an important part of the Council's plans to enable more residents to choose to use their cars less.
6	Objector is disabled and already has trouble finding parking space. (Chesterton Road proposal)	<p>Residents with disabilities are able to apply for a personalised disabled parking bay, information is available here:</p> <p>https://www.rbkc.gov.uk/parking-transport-and-streets/residents-parking-and-parking-permits/residents-parking-permits/personalised-disabled-parking-bays</p> <p>Personalised disabled bays are provided outside or near a person's front door for their exclusive use if no off-street parking is available. Disabled residents may qualify for a bay if they hold a disabled person's purple badge and are unable to walk more than 50 metres.</p> <p>The Council may also be able to assist by providing loading space outside of properties so that people with disabilities can be dropped off closer to home.</p>
7	The cost of renting a space in the hangar is too expensive. (Norland Road proposal)	The annual rental fee of £72 is set to cover maintenance and cleaning of the hangar and equates to £6 a month. The rental fee charged to residents is used to administer the rental scheme and to maintain and clean the unit. The Council does not 'profit' from this fee. Funding for cycle parking can either be spent on increasing supply – so that more secure parking spaces are available to more residents – or in subsidising the cost of the hangars for those already occupying existing spaces. The Council has opted to increase supply to benefit as many residents as possible.

8	Lighting at the proposed location is not adequate. (Norland Road proposal)	The proposed location benefits from two nearby lamp columns. The piazza and Norland Road are lit according to the Council's usual standards.
9	Two hangars are needed at Norland Road. (Norland Road proposal)	The supportive responses received suggest the cycle hangar will not be at full occupancy when installed. Officers have observed that once installed, hangars do tend to reach full occupancy very quickly and if the waiting list for this unit proved exceptionally high, they would then review if a further unit is required.
10	Cycle hangar will attract theft. (Redcliffe Square proposal)	There is no evidence that cycle hangars lead to an increase in theft in the local area. Generally, it is accepted that cycle hangars provide a more secure solution compared to railings or open cycle stands and thefts from the units are rare.
11	Cycle hangar will not prevent bicycle owners from chaining their bikes to railings. (Redcliffe Square proposal)	This may or may not prove to be the case but is not in itself justification for not installing a cycle hangar.
12	Consider providing hangars large enough for all bike types, including long-wheel base cycles. (Redcliffe Square proposal)	Where the Council receives at least three requests for a hangar with additional capacity for cargo, adapted or long-wheel base bikes, it would seek to consult on a unit in the usual way.
13	Two or more hangars are needed in Redcliffe Square. (Redcliffe Square proposal)	If the proposed unit is installed, Redcliffe Square will have two cycle hangars. If the waiting list for the units proved exceptionally high, officers would then review if further unit(s) are required.

4. Next steps

- 4.1 Following consideration of all comments received, officers will recommend to the Director of Transport and Regulatory Services that the Council proceed to install the cycle hangars at Chesterton Road, Norland Road and Redcliffe Square as set out in Table 1 above. Following public consultation and the objections received to the cycle hangar proposed for Allen Street, ward councillors have significant concerns regarding its installation. These concerns cannot currently be resolved and accordingly, the decision has been made not to proceed with this proposal at this time..

Appendix 1: Responses received for proposed cycle hangar in Allen Street

Objection One

1. it takes away space from the pavement
2. it clutters the street
3. it seems to be a money making idea because the council will still collect the same amount from resident parking fees minus a space and collect additional fees from the cycle hangar users.
4. residents in family houses can store their bikes outside or inside their houses while residents from the 2 apartment buildings could store their bikes on their building's premises.

Objection Two

It is a waist of space; we need the space for Car Parking; it is a eye soar.

Objection Three

This is right in the middle of an extremely busy junction close to where I live. This would have a devastatingly negative impact on traffic flow resident parking and severely reduce the quality of life for those of us who live here. I am vehemently opposed to this. There is already far too much construction work nearby taking up valuable side-road space against the wishes of residents. Absolutely NO NO NO.

Objection Four

Reduces parking and does not address heavy traffic flow in Scarsdale Villas all the time.

Objection Five

There is no need for it and it will remove scarce parking spaces. In addition they are very unsightly

Objection Six

I am surprised after the strong objection to Abingdon Villas, there is now a proposal for the cycle hangar to be on the other side of Abingdon Villas, on the corner of Allen Street/Abingdon Villas. I strongly object for the same reasons:

-This location is also a very poor fit. It is on the approach to a busy round about. The street is already a narrow one requiring one side of traffic to wait for the other to pass. A cycle hangar would make traffic even more difficult, let alone safety considerations to pedestrians and traffic on this busy street.

-Loss of resident parking space. It is already incredibly difficult to find parking in the area, sometimes taking 20 mins of driving around to find a space nearby. Could you please find more a more appropriate location using pay & display areas?

-An eyesore in a beautiful conservation area. Cycle hangars attract vandalism, graffiti, garbage and litter around them. Why insist on placing a cycle hangar in this residential quiet conservation area? Please find an alternative more suitable location.

Objection Seven

The hangars are extremely unattractive and do great damage to the street scape, especially so in a conservation area. It is also entirely the wrong place to put one - this end of Allen Street has houses (whose residents have no need of a bike hangar) and the flats on Allen street are either in the middle (next to the Britannia) or near the High Street. I therefore strongly object to this location. At the end of the road it would also be much more visible and if a private individual requested permission to install one the council would refuse given the detrimental impact it would have on the area.

If we must be forced with one, Iverna gardens or the road leading up to it would be far more suitable as these roads have near 100% flats on them versus very few houses.

Objection Eight

Although I am pro cycling, I don't agree with losing resident's permit spaces for the hangars. It is already difficult to park in the area. In this area, I believe most of the people who want the cycle hangars are car owners who will still have a car that needs a parking space.

Support in Part One

Between private bicycles being inconsiderately chained to railings and lamp posts, and a plague of Lime et al bikes being abandoned in the middle of footpaths I think that bicycles are fast becoming street litter. It is then an extremely good idea to provide sufficient dedicated parking for them like the Santander bikes. But as this is a conservation area I think the design must be more sympathetic to the surroundings like any other development is required to be. The ones in the photos would not be approved by the council if a resident proposed them.

Support in Full One

This densely populated area of Kensington needs formal and safe cycle parking. (As an owner of an apartment in a nearby block of flats (cnr Abingdon Villas / Allen Street), I know that my tenant is in urgent need of secure and covered housing for his bicycle.)

Support in Full Two

I think this is extremely useful and sustainable and would very much like to have a spot.

Support in Full Three

I don't have space for my bicycle in my residence so this is very convenient for me. I've had bicycles stolen in the past when parked on Abingdon Road.

Support in Full Four

Fully support this proposal.

It is recognised there is a large demand for secure cycle hangers in the borough.

The waiting list in the borough is high and more of these hangers are needed in order to provide equitable provision and enable more active lifestyles.

The waiting lists for surrounding hangers in the neighbourhood is high and secure storage is a key enabler to supporting those who want to choose cycling as a mode of transport

Support in Full Five

[No comment supplied]

Support in Full Six

This is a long overdue initiative.

Appendix 2: Responses received for proposed cycle hangar in Chesterton Road

Objection One

No because of the schools, new flats and parking for St Charles hospital. Parking is already difficult in this location. I am disabled and never get to park at St Charles Hospital or on the road opposite as it is. No more parking spaces can be afforded to be taken out of use.

Support in Full One

These are sorely needed. Lack of space to place bicycles is something I've heard others on the road complain about too.

Support in Full Two

Really excited about the proposal.

Support in Full Three

This would be very helpful, making it easier to cycle as a primary means of transport.

Support in Full Four

[No comment supplied]

Support in Full Five

Fully support this proposal.

It is recognised there is a large demand for secure cycle hangers in the borough.

The waiting list in the borough is high and more of these hangers are needed in order to provide equitable provision and enable more active lifestyles.

The waiting lists for surrounding hangers in the neighbourhood is high

This area has high density of multi occupancy residences with a large proportion of social housing in the vicinity.

Overcrowded accommodation in some deprived areas of London is also a problem when it comes to storing bikes securely. Recent Transport for London data shows that 13% of ethnic minority households were found to be overcrowded in London, compared with 5% of white households.

On average, people on low incomes live in smaller homes and have less storage space. They are more likely to fear crime. This is likely to lead to greater concerns for cycle security.

These facilities are important to support and enable people to take action that supports their own health and wellbeing, improves air quality by providing alternatives to car use, and gives security to what is a low cost form of transport especially important during a cost of living crisis. Such hangers should be usable by a range of users e.g. users of adapted bicycles or cargo bicycles and it remain important for the council to reduce the annual cost of such hangers as they remain disproportionately more expensive than resident car parking.

Support in Full Six

it is badly needed.

Support in Full Seven

[No comment supplied]

Support in Full Eight

[No comment supplied]

Support in Full Nine

[No comment supplied]

Appendix 3: Responses received for proposed cycle hangar in Norland Road

Support in Part One

Fully support the need for the hangar in the vicinity presumably in response to local residents request.

Location on pedestrianised part of Norland Road is not ideal, not only does it introduce street clutter for pedestrians but goes against the general principle of locating such infrastructure in the roadway. Although there is a lot of general pedestrian space the proposed location is near the kerbside and there is important consideration needed for kerbside space which is limited. The proposed location is in some form on pedestrian desire lines and some of the positives about the current space is the way pedestrians can crisscross the space and cross what are quiet roads. It would be better to maintain this pedestrianised island and maintain the current kerbside permeability.

A suggestion would be to locate on the road way alongside the Santander dock where there are yellow lines or alternative location on roadway nearby either where there is existing free space or in a parking bay.

Support in Part Two

Norland Road is quite a densely populated area, with lots of flats and heavy foot fall. There are currently no cycle hangars in the area and as a result hundreds of bikes are being stolen every year. I myself have been a victim of bike theft three times in just one year as I'm unable to take my bicycle into my flat. The proposed location is good but not great as there is heavy foot traffic in that particular spot and the lighting at night is not good enough. consideration should be given to installing two bicycle hangars at Norland Road with improved lighting and security.

The price tag of £74 is ridiculously expensive and does not support the intended purpose of helping out local residents in storing their bikes safely, more consideration should be given and the price should be reviewed.

Support in Full One

[No comment supplied]

Support in Full Two

Fantastic idea - even more are needed! Since the removal of the Kensington High Street 'temporary' cycle lane, RBKC need to work hard to get cycling infrastructure back on par with the surrounding Boroughs.

Support in Full Three

Great idea. Rental price is high considering the area.

Support in Full Four

We need more safe and affordable bike parking to support people cycling. The council declared a climate emergency several years but is yet to implement things that will get us to net zero by 2030. We must support people to stop driving so much and active travel. This is better for air pollution etc but also for mental, physical and fiscal health!

Appendix 4: Responses received for proposed cycle hangar in Redcliffe Square

Objection One

1. It will not stop people chaining their bicycles to railings,
2. It will take up parking space and
3. It will encourage people to leave trash next to it.

Objection Two

Takes up parking space, attract thieves, it's not aesthetic in a conservation area.

Objection Three

It's a conservation area and the council has made the square look increasingly terrible. The park is a mid bath of littered toys and the council has attached too much signage to the Victorian railings. The square was beautiful. The addition of a bike installation will just add to the overuse and littering.

Objection Four

We already opposed the installation on the other side of the square, on the corner with Harcourt Terrace. Moving it to the other side does not solve the issues, it is the same. What the neighbours had proposed was installing it on the large pavement area next to the bins and the entrance to the park. That area needs to be improved and this way it is also safer. We already have too many things in the square and all the things that have been installed in the gardens, turning it from a quiet, lovely space into a circus playground, funfair with a too many people and too much traffic.

Support in Part One

Please consider purchasing hangers large enough for all bike types, including long-wheel base cycles. Also, please consider adding two hangers in one or more locations - the demand will grow with the availability; do not restrict the potential of this facility by limiting the number of users to a very small number of users.

Support in Full One

Fully support this proposal.

It is recognised there is a large demand for secure cycle hangers in the borough.

The waiting list in the borough is high and more of these hangers are needed in order to provide equitable provision and enable more active lifestyles.

The waiting lists for surrounding hangers in the neighbourhood is high

This area has high density of multi occupancy residences with a large proportion of social housing in the vicinity. secure cycle storage is a key enabler for supporting people who want to choose cycling as bike theft is one of the biggest barriers to continuing to cycle

It remains important for the council to reduce the

annual cost of such hangers as they remain disproportionately more expensive than resident car parking.

Support in Full Two

More bike storage space needed - one car takes the same space as six cars - get more cars off the road.

Support in Full Three

[No comment supplied]

Support in Full Four

I would like a space.

Support in Full Five

[No comment supplied]

Support in Full Six

If you can get the slightly more attractive ones - I have emailed [redacted] about this. Black hangar that I saw in Westminster - I think a little more attractive than the tin, green "nissan" hut ones. The black ones are made by Falco.co.uk.

Support in Full Seven

I would be interested in renting 2 spaces in the hangar please.

Support in Full Eight

We really need hangar for bikes in this area. difficult to store in a flat with all the stairs. It has to be very secure, a lot of thieves in this area too.

Support in Full Nine

[No comment supplied]

Support in Full Ten

[No comment supplied]

Support in Full Eleven

[No comment supplied]

Support in Full Twelve

Great idea, fully behind it. Living in a flat there is nowhere to store a bike. I would drive less and cycle more if there was secure bike storage here.

Support in Full Thirteen

I think there could/should be more cycle hangars around London.

Support in Full Fourteen

We need more of these hangars also for Finborough Road. Could be less parking for motorbikes and more for bicycles.

Support in Full Fifteen

[No comment supplied]

Support in Full Sixteen

[No comment supplied]

Support in Full Seventeen

[No comment supplied]

Support in Full Eighteen

I wrote to the council four years ago requesting this. I live in a flat and have so far had 3 bikes stolen to the value of £3000. My bike is currently stored in my bath in a first floor flat. A cycle hangar would be amazing. Finally.

Support in Full Nineteen

[No comment supplied]

Support in Full Twenty

Very glad we can park our bicycles safely.

Support in Full Twenty-One

[No comment supplied]