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Title	Cycle Hangar Consultations October 2022
Summary	This paper summarises the October 2022 consultation responses received to new bike hangar locations and the officer recommendation to the Director for Transport and Regulatory Services on how to proceed.
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Circulated to	Cllr Kemahli

1 Background

- 1.1 In October and November 2022, the Council carried out non-statutory consultation on locations for 21 new cycle hangars. We received 208 responses in total. This report considers the responses received and the officer recommendation to the Director for Transport and Regulatory Services on how to proceed.

2 Consultation Responses

- 2.1 From 3 October to 13 November July 2022, the Council undertook consultation on introducing 21 new cycle hangars in the borough. A total of 5,948 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 and residents' associations were made aware of the consultations by email.
- 2.2 In total, 208 responses were received. Table 1 summarises the responses received and the recommendation on how to proceed. Each location proposed installation of one cycle hangar, with the exception of Russell Gardens where a developer contribution will provide the majority of funding towards two units.
- 2.3 Although officers found no merit to the objections received to the Abingdon Villas proposal, the number of objections is on the higher side, and so - in recognition of resident sentiment - an alternative location will be sought as part of a larger proposal to introduce two electric vehicle charging bays.
- 2.4 The hangar proposed at Malton Road is anticipated to be used by RBKC's Malton Road depot staff and will not be publicly available. The proposed location on Holland Road is subject to finalising TfL approval, as it is located on a Red Route.

Scheme	No. Objections	No. Support in Part	No. Support in Full	Recommendation
Abingdon Villas	19	2	9	Seek alternative location
Barkston Gardens	3	0	13	Proceed
Bassett Road	0	1	7	Proceed
Cornwall Crescent	1	0	7	Proceed
Courtfield Gardens	0	0	11	Proceed
De Vere Gardens	1	0	6	Proceed
Duchess of Bedford Walk	0	0	3	Proceed
Gledhow Gardens	4	0	8	Proceed
Grenville Place	1	1	13	Proceed
Harrington Road	0	0	2	Proceed
Holland Road	1	0	14	Proceed
Lancaster Road	0	0	7	Proceed
Lexham Gardens	2	0	11	Proceed
Malton Road	0	3	2	Proceed
Palace Gardens Terrace	7	0	3	Proceed
Penzance Place	0	0	5	Proceed
Philbeach Gardens	2	2	6	Proceed
Redcliffe Square	1	1	10	Proceed
Russell Gardens	0	1	5	Proceed
Sheffield Terrace	1	1	11	Proceed
TOTAL	43	12	153	

Table 1 – Summary of responses received.

3 Consideration of Objections

3.1 Appendices 1 – 20 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.

Scheme	Loss of parking space	Use an alternative location	Anti-social behaviour	Visually intrusive	Not required/waste of money	Risk to traffic/pedestrians	Noise/privacy issues	Other
Abingdon Villas	14	10	12	8	5	2	2	8
Barkston Gardens	1	2	-	1	1	2	-	-
Bassett Road	1	1	-	-	-	-	-	-
Cornwall Crescent	-	1	1	-	1	1	-	-
Courtfield Gardens	-	-	-	-	-	-	-	-
De Vere Gardens	-	-	-	1	-	1	1	-
Duchess of Bedford Walk	-	-	-	-	-	-	-	-
Gledhow Gardens	1	1	4	1	2	1	-	2
Grenville Place	1	1	-	-	-	-	-	2

Harrington Road	-	-	-	-	-	-	-	-
Holland Road	1	-	-	1	1	-	-	1
Lancaster Road	-	-	-	-	-	-	-	-
Lexham Gardens	2	-	-	2	-	-	-	1
Malton Road	-	1	-	-	-	-	-	6
Palace Gardens Terrace	4	2	2	2	3	3	-	2
Penzance Place	-	-	-	-	-	-	-	-
Philbeach Gardens	-	2	-	1	1	-	-	1
Redcliffe Square	-	1	-	-	-	-	1	1
Russell Gardens	-	1	-	-	-	-	-	-
Sheffield Terrace	-	1	-	1	-	-	-	2
TOTAL	25	24	19	18	12	9	4	26

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

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 3m of parking bay for each proposed cycle hangar. A car parking bay is considered to be 5m long. 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 high 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 pay-by-phone bays rather than residents' bays.

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(s).

When looking to provide resident cycle parking and 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. The Council also believes that as cycle hangars accommodate residents' bicycles, resident parking is more suitable to be converted than pay-by-phone bays.

Anti-social behaviour

- 3.5 Residents were concerned that the hangar(s) would generate anti-social behaviour such as loitering, littering and graffiti, and that where they were placed under trees, they would be subject to bird excrement and tree sap.

Officer Response

There is no evidence that existing cycle hangar units in the borough collect rubbish, or are used as gathering points for anti-social behaviour. Typically, the hangars are cleaned and maintained twice a year. This would include removal of any sap or avian excrement.

Officers have not observed high levels of graffiti on cycle hangar units, and the surfacing is graffiti resistant. Graffiti on any street furniture across the borough 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. 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 (they are not limited to outside shops and cafes as one respondent believed) 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 and/or is a waste of money

- 3.7 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 facilities or had existing cycle parking facilities such as in basements or nearby Sheffield stands or railings.

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 wait list for existing hangars in the borough is 40 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 at risk of theft.

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 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. Some through the Council's Neighbourhood Community Infrastructure Levy (NCIL) or City Living Local Life funds, to which residents must bid for and ward councillors can approve or reject; some through external funding sources. For example, historically, the council has received an annual grant allocation from Transport for London to deliver the aims set out in our Local Implementation Plan (<https://www.rbkc.gov.uk/parking-transport-and-streets/managing-traffic-and-transport/latest-local-implementation-plan-lip>), which focuses on transport schemes that deliver a number of key aims, including encouraging more trips by walking, cycling and public transport and fewer by private car. Cycle hangars are a key way in which travel by bicycle can be encouraged. This financial year, this funding from TfL was unavailable and so the Council has provided Capital funds to ensure requests from residents continue to be met.

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 hangar poses a risk to traffic/pedestrians

- 3.8 Some respondents said they believed the proposed hangars would narrow the carriageway and pose a danger to passing traffic. Some residents also believed that the hangars would pose a risk to pedestrians by blocking visibility or that, by encouraging cycling, there was increased risk to nearby pedestrians – particularly older or more vulnerable people. Some respondents also believed cyclists using the hangar would be at risk from passing traffic.

Officer Response

As cycle hangar units are smaller than an average car and every proposed unit (with the exception of the Malton Road location) are proposed in existing car parking bays, the proposals should offer no more visibility issues – or narrowing of the carriageway or junction - than a car permitted to park here at present.

Whilst a small minority of people who cycle may exhibit abusive behaviour, this is not a reason to refuse to install cycle parking, in the same way the Council

would not refuse to provide car parking because a small minority of people who drive are abusive.

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

The hangar will cause noise or privacy issues

- 3.9 Some respondents said they believed the proposed hangars would cause increased noise and would impede privacy.

Officer Response

Cycle hangar doors are gas-assisted and could typically be opened 12 times a day (once to remove and once to store by each of the six users), which would not have a significant impact on noise. It is considered that the closing of the hangar door would create less noise and occur less frequently than the closing of car doors.

As the cycle hangar units (with the exception of the Malton Road location) are being proposed in existing car parking bays, the proposals should offer no more privacy issues than a car permitted to park here at present.

Other comments

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

	Comment	Officer Response
1	I have a registered disabled child and this location is in front of our building main entrance. (Abingdon Villas)	<p>The proposed cycle hangar will occupy 3m of residents' parking, leaving further residents' parking to the front of 43 to 54. 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>

2	Bikes will get stolen and vandalised so won't get used and the theft of cycles will attract the wrong crowd. (2 comments - Abingdon Villas)	There is no evidence that cycle hangars attract 'the wrong crowd' or lead to increased cycle theft in the local area. Generally it is accepted that cycle hangars provide a more secure solution compared to railings or Sheffield stands and thefts from the units are rare.
3	It would be used by people heading to the shops in Kensington High Street and would thus add to the pressures of city life on local residents. (Abingdon Villas)	The six spaces available in each cycle hangar are rented on a long-term basis to residents only. They are unavailable to visitors who must use 'short-stay' cycle parking such as Sheffield stands or Cyclehoops.
4	Outside flats 43-54 Abingdon Court is a vital area for removals (4 comments – Abingdon Villas)	Cycle hangars utilise 3m of parking space and are a permanent fixture of a street. Removals are generally infrequent and take place for a short space of time. The remaining parking, sections of single or double yellow line may be used for continuous loading.
5	Most bicycles chained nearby belong to restaurant workers. The high numbers of their cycles will not be reduced by the installation of a cycle hangar. (Gledhow Gardens)	Cycle hangars are reserved for residents, and the high number of supportive comments received suggest the unit will be fully utilised by residents of Gledhow Gardens. The fact that the cycle hangar will not address the needs of visitors is not a reason to refuse to proceed with its installation. Requests for more 'short-stay' cycle parking can be made to traffic@rbkc.gov.uk
6	The footway is narrow and inappropriate for a bicycle shed and this location also has restaurants with outdoor seating. (Gledhow Gardens)	The cycle hangar will be positioned in a carriageway parking bay and will have no impact on footway widths.
7	The existing hangar is rented out by a private company to non-residents and it is therefore unfair that residents of Grenville Place /Cornwall Gardens should lose a parking space. (Grenville Place)	The company managing the existing cycle hangar do so on behalf of the Council. Cycle hangar spaces are only able to be rented by residents.
8	There is already a cycle hangar near this location (Grenville Place)	The nearby hangar in Cornwall Gardens has a waiting list of 281 residents (on top of the six residents the hangar is able to accommodate). It is hoped that the new hangar will help meet some of this demand.
9	Existing cycle hangar has not prevented bicycle owners from chaining their bikes to the front building railings. (Lexham Gardens)	The existing cycle hangar is fully utilised. Cycle hangars are able to accommodate six residents' bicycles and are entirely voluntary to use.

10	The proposed footway area needs to be upgraded for pedestrians. (Malton Road)	Outside of scope of the proposals.
11	Use car parking space for the cycle hangar rather than footway. (Malton Road)	The hangar will sit outside of the desire line for pedestrians.
12	hangars should accommodate adapted/cargo bikes. (Malton Road)	Where the Council receives at least three requests for a hangar with additional capacity for cargo or adapted bikes, it would seek to consult on a unit in the usual way.
13	Not everyone can cycle. Roads have been sacrificed for cycle lanes making deliveries, drop-offs and collections near impossible. (Palace Gardens Terrace)	The fact that not everyone can cycle does not mean that the Council should not make some provision for those that wish to. The Council makes provision for residents that wish to drive though many of our residents do not have access to a car. The Council has no segregated cycle lanes that would prevent deliveries, aside from a small section in Addison Road.
14	I also strongly oppose cycle lanes in the borough. (Palace Gardens Terrace)	Outside of scope of the proposals.
15	Need more than one hangar (2 comments - Philbeach Gardens and Redcliffe Square)	The Council monitors waiting lists and requests for installed cycle hangars. If further hangars are required, the Council will undertake further consultation in future. Residents can also bid to the Council's NCIL or CLLL funds for further cycle hangars: https://www.rbkc.gov.uk/planning-and-building-control/building-control/neighbourhood-community-infrastructure-levy-ncil https://www.rbkc.gov.uk/community-and-local-life/community-engagement/city-living-local-life
16	Security is reliant on bike owners remembering to close the hangar. (Sheffield Terrace)	The Council has received no reports of thefts following failure to close existing hangars. Residents have a strong interest in closing the hangar to protect their own bicycles. Additionally, the lock on the cycle hangar is not the only security offered to bicycles within hangars. The stands within allow use of cyclists' own locks and the Council would always recommend that a bicycle is secured using two high quality locks of different types.

17	The Council must not trample on standards of road safety – one of the proposals is on a section of double yellow lines. (Sheffield Terrace)	Where possible, officers examine sections of double or single yellow line to install cycle hangars rather than car parking. Sometimes such markings have been installed at residents' request but later become unnecessary. The section of double yellow line in De Vere Gardens has been assessed and deemed safe and suitable for use for a cycle hangar.
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Table 3 – 'Other' comments and officer responses.

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 with the recommendations set out in Table 1 above.

Appendix 1: Responses received for proposed cycle hangar in Abingdon Villas

Objection One

Being a cyclist, who lives in Abingdon Court. The choice of Abingdon Villas is a poor choice for three reasons, firstly it will be under a tree and will get covered in tree and bird debris, two it is near corner with Iverna Gardens and knowing the traffic congestion that occurs with cars entering and leaving and reversing at this point, it a dangerous location. Also, there is very limited opportunity for Abingdon Court residents, particularly the elderly one who already struggle to park nearby, this will unnecessarily remove a much needed space. A much better location would be to use one of the two large residents parking spaces in Allen Street near the Britannia Pub, these two spaces are large enough to retain a single car space and fit in the cycle hanger. Neither of them are really large enough to accommodate two cars, which means no car space has actually been lost and you've installed a cycle hanger. Which is win win for both bike and car. It's also a much safer location for cyclists, being mid-road position and not near a road junction and there are no trees there to drop debris and bird mess. Please reconsider your poor choice of Abingdon Villas and move it to Allen Street which is so much better for all parties.

Objection Two

Area lacks car parking space for residents. While supporting cycle racks (but not hangars for aesthetic reasons) we think they should be installed on spaces not dedicated to resident parking. In addition, blocks such as Abingdon Court could easily supply cycle rack space inside their common grounds for their residents, at the request of the Borough.

Objection Three

Seriously restricted car parking availability in street as is which means residents and guests frequently don't have parking options.

Objection Four

Inconvenient location, possible vandalism, rubbish is left besides them, take away scarce parking space.

Objection Five

The cycle hangars are ugly and totally out of keeping with the buildings in this street. Also, while I am generally in favour of cycling, I do not believe there is a great need for cycle hangars in this area. On the other hand, there is a definite shortage of residents parking spaces which would be further reduced by the introduction of cycle hangars.

Objection Six

It will reduce resident parking spaces which are already not enough. I have a registered disabled child and this location is in front of our building main entrance. We live in a raised lower ground floor and it will restrict our privacy and more noise.

Objection Seven

I strongly object. There is tremendous loss of parking space. This is a highly inconvenient location, right at a busy road junction, will attract possible vandalism and graffiti, rubbish will be left beside it, and parking spaces will be removed. We do not need this inconvenience and we do not want to spend money that the council can ill-afford.

Objection Eight

We have a big problem to find parking and we will lose valuable parking space, which makes it more inconvenient. Also the possibility of graffiti, vandalism, and rubbish being left on the sides it.

Objection Nine

I object for numerous reasons. 1. As a cyclist I store my bike at home. Can't think who would use it locally as they do the same. 2. Crime. Bikes will get stolen and vandalised so won't get used. 3. The store will look out of place and I suspect full of rubbish etc. 4. We need parking for residents. Not a bike store. 5. Who's the store actually for? Makes no sense putting one on the street.

Objection Ten

Possible vandalism, rubbish left in front of the block, graffiti.

Objection Eleven

I have no objection to a cycle hangar in principle but not in Abingdon Villas. Abingdon Villas between Allen Street and Marloes Road is narrow and can get very busy at times. The proposed location would pose a safety threat to cyclists taking a bike from the hangar or parking it and a general safety threat if a cyclist tried to weave in and out of traffic to get to Marloes Road or Allen Street. If there really needs to be a cycle hangar, Cheniston Gardens or Iverna Gardens (low traffic) or Scarsdale Villas (wider road) could be more appropriate locations. As a resident, I would also be concerned that it would be totally

out of keeping with the street's architecture, that rubbish would be left next to the hangar and that there would be a potential for vandalism. In summary, a cycle hanger in Abingdon Villas would simply be not fit for purpose.

Objection Twelve

Wrong corner to install. Would completely ruin the beauty of this road; more importantly: this will attract Graffiti, wrong aesthetic, people will leave their rubbish, theft of cycles attracting wrong crowd. Strongly opposed to this location.

Objection Thirteen

Abingdon Villas is a residential Street and therefore is an inappropriate location for a cycle hangar as it will create disturbance and noise for residents. The nuisance will be particularly great for all residents with ground floor and basement apartments. Additionally, there is a potential for increasing the vulnerability of the apartments to burglary as it will bring Bon residents into what is at present a secluded area. It would be used by people heading to the shops in Kensington High Street and would thus to b add to the pressures of city life on local residents. Cycle hangars in our beautiful borough are traditionally located outside shops and cafes in close proximity to the High Street or to transport facilities. I beg you to respect the needs of residents for a safe and calm environment.

Objection Fourteen

(1) outside flats 43-54 of the block Abingdon Court. Vital area for removals. (2) loss of residents' parking bay. (3) would be unattractively affected by the black sap from the overhanging lime tree. Suggest loss of park and display bay in the area more appropriate, possibly Allen Street

Objection Fifteen

This will take up valuable parking spaces, it already is difficult to find a parking space on this road. It will affect parking for removal vehicles. I believe it will be vandalised, graffiti applied and rubbish left by the side of it. It will be an eyesore. It will get covered in the sap from the tree adjacent to it.

Objection Sixteen

The location is ridiculous, loss of viable parking spaces and removing space for removal vans.

Objection Seventeen

The location of this particular cycle hangar (on the street side of Abingdon Court, right outside 43-54 entrance) is unnecessary considering that residents at Abingdon court already have covered storage for cycles at the back of Abingdon Court, within their grounds. Therefore, having this cycle hangar right outside does not serve the residents of Abingdon Court and should be positioned outside buildings were residents may benefit most. As a cyclist myself, this is of no use to me or indeed anyone else at Abingdon Court.

Objection Eighteen

I am strongly opposed to the proposed cycle hangar on Abingdon Villas for the following reasons:

-impractical positioning

-loss of residential parking bays- it is already problematic finding resident parking on Abingdon Villas and this proposal would only make it worse. Why not use Park & Display bays instead of resident parking bays?

-an eyesore in a beautiful conservation area. Cycle hangars attract litter and garbage around them. They are also often graffitied. This is not appropriate for a conservation area.

Please do not go ahead with this cycle hanger on Abingdon Villas.

Objection Nineteen

I am surprised that the council has selected this potential location in the first place. I would be keen to understand the criteria applied, if any, as from a planning perspective there are multiple issues. Firstly, the location is a very poor fit. In the middle of a conservation area this hangar design is detrimental to the look and feel of the street and neighbourhood. I appreciate the council seems to take its own conservation rules very lightly where it suits their own objectives. Secondly, the demand for the hangar is likely quite low. This is a residential street with an average age that is probably over 40. There are very few cycles and resident cyclists in this particular area given the demographics. On what basis has the council and its planners chosen this location? It feels rather random. Thirdly, compared to other areas within RBKC proximity to the high street means there are many cars parking on residents' bays which do not belong to local residents but to those who live elsewhere in RBKC. As such the loss of another space is not helpful. Finally, as RBKC planners must be fully aware these hangars attract vandalism, flytipping and graffiti. This creates a potential for a clear deterioration of the area. I would suggest planners read up on the impact of graffiti on crime rates and local area deterioration. There is a wealth of academic research out there including from cities such as New York.

Support in Part One

Objection to Proposed Position:

1. Proposed position for Cycle Hangar is in front of main entrance to Flats 43-54, Abingdon Court. This area is often used for removal vans.

Suggestion for very close Alternative Positions.

2. There are two possible positions within feet of the current proposed position. These are not in front of any building entrance. These are:

(a) Opposite 6/8 Abingdon Villas (by the Post Box).

(b) At the bottom of Iverna Gardens, East side, opposite the Army Reserve Centre (Naval Provost).

Support in Part Two

Inappropriate location.

Support in Full One

Very good initiative, but seems a 'light solution', I count only 21 bike hangars... that is enough for 126 bikes. This is a good start, but perhaps it would be good to have as objective to have as many bicycle places as there are parking places for cars the borough. Seems reasonable, no? Thank you.

Support in Full Two

We need one - please!

Support in Full Three

[No comment provided]

Support in Full Four

Fully support this proposal. There is an established need across the borough for more secure cycle hangers especially in areas such as Abingdon Villas with mansion blocks/apartments nearby. Secure cycle storage is an important action to support and enable more active travel and is in line with borough and national policy. It is important that the council is responding to residents' requests for cycle hangers. The area is dominated by parked vehicles, and it is proportional to use 1 parking space to provide an essential amenity for at least 6 residents.

Support in Full Five

This is a response on behalf of Better Streets for Kensington and Chelsea. Fully support the proposal. There is clearly resident demand for these facilities, and we support the council responding to resident requests for secure cycle storage. Secure on-street cycle parking creates a fairer society, research suggests a lack of cycle storage or facilities at home or work is one of the major barriers to cycling and a more active lifestyle. We recommend making facilities that are usable by a range of users, for example storage is especially challenging if you use an adapted cycle and women make more journeys with children and may be more likely to use a cargo bike. Disabled people face difficulty in particular when it comes to manoeuvring their cycles from inside their home onto the street outside. There is particular need for on street secure cycle storage where there is multiple occupancy buildings as is the case in the area around Abingdon Villas with mansion blocks and apartments in close proximity to planned location. Cycle theft is a significant deterrent to cycling and it is important that the council is supporting active travel in this way. In the borough it is recognised there is a large waiting list for secure cycle space, it is important that the council is rolling out hangers across the borough in order to meet the demand while supporting key climate, air quality and public health goals. Where this involves using a parking space this is considered overall beneficial as 6 residents will be able to use the space, at present people who need secure cycle storage have little or no provision compared to vehicle parking amenity.

Support in Full Six

[No comment provided]

Support in Full Seven

A hangar is very much needed in this area. Even closer to Abingdon Road would be better.

Support in Full Eight

Excellent initiative.

Support in Full Nine

I live in Abingdon Villas. It is for the time being not possible to park a bike anywhere in the area. I fully support a bike hangar in Abingdon Villas.

Appendix 2: Responses received for proposed cycle hangar in Barkston Gardens

Objection One

They ruin the nice look of the street. Don't match the style of our Kensington roads - ugly looking metallic structure. They only take few bicycle so not game changing enough for the car parking space they take and the ugliness they bring.

Objection Two

I live in Barkston Gardens and this is the point where you enter and exit the square. It is quite narrow and already not allowing cars to pass in both direction at the same time. I find myself in this situation daily. Sometimes you are forced to reverse and a queue start to form blocking various cars. I strongly suggest not to use this spot for a cycle hangers this will also reduce the visibility since the entrance to Barkston Gardens is not straight but slightly turning. There are some more appropriate spots that don't block the traffic. For example, opposite n.26 in Barkston Gardens where the road is larger. The best would be in Laverton Place (on the side of n.12 Courtfield Gardens). There is a large sidewalk for access and is on the cycle lane which is ideal. I hope this help and it would be seriously considered. Best regards.

Objection Three

The proposed position at the entrance of Barkston Gardens is not suitable. It is a tight street which will create traffic issues as already difficult to see two cars going through at Ethan's same time even when no cars are parked in the area. I suggest the hangar is placed in Laverton Place at the corner with Courtfield Gardens where there is a larger sidewalk and closer to a cycle lane.

Support in Full One

Thank you for your interest. Yes I think it's very important to have the cycle hangar in Barkston Gardens (and elsewhere) as it is discrete, solves the ever-present problem of bike storage in a city and encourages the use of bikes. Regarding the position of the Barkston Gardens hangar I would suggest the opposite side (south side) of the street as being a slightly better placement in the urban landscape. But perhaps you've chosen the north side considering cars turning into the street. Also I'd suggest two. Even two would only take up a bit more than a car space (depending on the car!) and it will encourage further bike use. As I noted below I am interested in using the hangar. In my original email to RBKC, which I believe helped to initiate the Barkston location, I requested two spaces. Many thanks in advance for your consideration.

Support in Full Two

Strong support. Long overdue!!! The proposed location ensures the hangar will not be visible from most (if not all) Barkston residents and is in a location where there are structural empty car parking spaces. The only question for me is whether 1 cycle hangar will be enough for the whole of Barkston given there are between 5 & 8 bikes permanently locked against railings as a start.

Support in Full Three

[No comment provided]

Support in Full Four

We have been waiting for one for a long time! Too many bikes skeletons around the communal gardens and buildings...

Support in Full Five

[No comment provided]

Support in Full Six

More safe biking storage is essential. This borough needs to do more to facilitate safe biking , storage and parking .

Support in Full Seven

[No comment provided]

Support in Full Eight

There are no hangars nearby and it would be of great use for those of us that cycle to work but want to keep our cycles safe. This one or the one at Courtfield Gardens will be great appreciated. Both streets are quite quiet are there is normally space to park. Therefore, the hangar should not be inconvenient.

Support in Full Nine

This hangar or the one at Courtfield Gardens would be greatly appreciated by those of us that cycle to work as well as those that want to keep the bike safe. Both streets are quiet and, there is usually plenty of parking available.

Support in Full Ten

Without question, there are only positive sides to this....it supports a healthy lifestyle whether one rides or not. There are absolutely no down sides to this whether or not one rides.

Support in Full Eleven

[No comment provided]

Support in Full Twelve

[No comment provided]

Support in Full Thirteen

We need to encourage more cycling and have a safe space for cyclists to store bikes. There are too many thefts in the area.

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

Support in Part One

That particular location is already used by electric car charging bays which takes away from the normal residents parking. Adding a cycle hangar will take away at least one more space away. We are supportive but better more towards Ladbroke Grove, half way down.

Support in Full One

We live at [redacted] and have 3 bikes. Our neighbours, who live at [redacted] have three bikes as well and strongly support the installation of a hangar on Bassett Road. We would fill the whole hangar. We all use our bikes to commute to work/school.

Support in Full Two

Desperate to have a safe place to stall our bikes (3 bikes). Living in a flat on the 2nd floor it's today a big challenge to safely and secure park our bikes hence a cycle hangar on Basset Road, preferably near 56A-F, would make a massive positive difference.

Support in Full Three

Please make sure it can fit in cycles fitted with toddler seats :)

Support in Full Four

If we want to reduce car traffic and facilitate the use of bicycles the best thing to do is to install these hangars, I would like to be able to have a bicycle but living at the third floor at the moment it is not really convenient, so I support the installation of this hangar in Bassett Road.

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 or these hangers are needed in order to provide equitable provision and enable more active lifestyles. This area has high density of multi occupancy residences with a large proportion of social housing in the vicinity. Overcrowded accommodation in some poorer 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 a they remain disproportionately more expensive than resident car parking.

Support in Full Six

Fully support better provision for people living in flats who need secure cycle storage. I agree with locating these in the road space and it is right that there is a rebalancing of provision of kerb space for those who do not own motor vehicles (which is the majority of the local area).

Support in Full Seven

[No comment provided]

Appendix 4: Responses received for proposed cycle hangar in Cornwall Crescent

Objection One

This area of Cornwall Crescent is already a crowded narrow area of footpath and pavement with a roundabout, traffic calming humps. It's next to a roundabout, the Thomas Jones School Where there is extra vehicle and pedestrian traffic crossing. The homes have no bin areas and there is often rubbish along this area as it's where residents put rubbish bags. The cycle hangar would contribute to actual congestion and rubbish dumping. The opposite side Cornwall Crescent has an existing rarely used cycle lockup area. A better alternative location is closer Ladbrooke Grove where there is a large area outside of Superwash corner St Marks Place and Cornwall Crescent. This large area is clear of residential rubbish. The proposed area is already visually busy, crowded and trafficked by cars, humans and cycles negotiating the roundabout, traffic calming and Narrow St Marks Road. This 4-way corner is already too busy. Superwash corner much safer for cars, cyclists and pedestrians. I strongly oppose this planned location.

Support in Full One

We totally support the plan and we look forward to be put in the list for storage of 2 bicycles.

Support in Full Two

I would really benefit from a cycle hangar for my bike I have at home.

Support in Full Three

More bikes fewer SUVs please.

Support in Full Four

I welcome the installation of cycle hangars within the Borough and would hope that many more are provided in the months ahead to encourage cycling usage.

Support in Full Five

[No comment provided]

Support in Full Six

The area around here is in severe lack of cycle storage, compared to Notting Hill Gate. The flats in Cornwall Gardens are all converted and do not allow cycle storage. I have been on the waiting list of the two available Cyclehoops for over a year but still no chance at all.

Support in Full Seven

As there is very limited cycle storage in the area, I often had to store my bike at places where it would not be safe. This area is filled with converted flats and does not allow for bike storage within the building.

Appendix 5: Responses received for proposed cycle hangar in Courtfield Gardens

Support in Full One

Necessary since there is not of hangars close to the location.

Support in Full Two

I have been waiting 2 years and a half for an hangar installation in the neighbourhood, since i was previously living in Gloucester Road and all nearby hangars were full. I believe encouraging people to buy a bike and ensure a certain safety level to those having a bike is essential in a Borough such as ours, with so many families and residents having bikes to safeguard - which cannot be left in the streets and under the rain.

Support in Full Three

[No comment provided]

Support in Full Four

Highly supportive as the area lacks save spaces for cycle storage. Highly interested in renting a space!

Support in Full Five

I cycle to work every day and it would make a big difference to me to have secure storage.

Support in Full Six

[No comment provided]

Support in Full Seven

Many residents don't have space to store the bicycle.

Support in Full Eight

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. This area has high density of multi occupancy residences. Overcrowded accommodation in some 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 Nine

I would strongly support a proposal for a hangar outside 35 Courtfield Gardens. According to your map the location would be on the south side of the gardens where the road is busier and (I think) narrower 35 Courtfield Gardens is a much better location and more convenient for me.

Support in Full Ten

Much needed given the large number of flats in the area. Would be a game changer for me

Support in Full Eleven

This hangar or the one at Barkston Gardens would be greatly appreciated by those of us that cycle to work. Both streets are quiet and, there is usually plenty of parking available.

Appendix 6: Responses received for proposed cycle hangar in De Vere Gardens

Objection One

Unightly and unnecessary, contributing to noise, disturbance and gatherings of people in one of the rare quiet streets in the vicinity. Unsafe also for elderly residents who risk being caught in the cross fire of cyclists' manoeuvres when crossing roads.

Support in Full One

I am looking forward to a hangar as I have no space to park my bike in the building.

Support in Full Two

Great idea. Perfect location.

Support in Full Three

De Vere Gardens would benefit hugely from a cycle hangar, and indeed more than one when funds allow. The whole of the Royal Borough should see many more cycling facilities in order to encourage active travel, improve the health and wellbeing of our residents, and enable better connections to our neighbouring boroughs.

Support in Full Four

This is an excellent addition to the space and will hopefully add to the reduction of traffic.

Support in Full Five

Excited for a safe space to store bikes.

Support in Full Six

It would help to have a global map with all proposed locations. As opposed to checking the link for each and every one of them when all addresses are not necessarily known, even to a resident.

Appendix 7: Responses received for proposed cycle hangar in Duchess of Bedford Walk

Support in Full One

[No comment provided]

Support in Full Two

[No comment provided]

Support in Full Three

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. This area has high density of multi occupancy residences. Overcrowded accommodation in some areas of London is also a problem when it comes to storing bikes securely. 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. It is appropriate for council to use car parking spaces for such facilities as they generally should be off the pavement and represent an increased utility with one car parking space providing secure cycle storage for 6 residents. At present our streets are dominated by car parking and it is important to ensure equitable access to on street amenity for non-drivers. 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.

Appendix 8: Responses received for proposed cycle hangar in Gledhow Gardens

Objection One

I am AGAINST the installation of a cycle hangar in Gledhow Gardens for the following reasons,

1. To install a permanent stationary cycle hangar at the end of Gledhow Garden road will tighten what is already a very tight bend for access into the road from Old Brompton Road. At least the current parked cars are not permanent, often moving in & out creating different spaces with different sized cars which helps vehicles when passing.
2. We already have a large, perfectly good multiple hooped, bicycle bay in Gledhow Gardens, half way up the road opposite house no. 29. This was installed at the residents request. This is also free.
3. Residents would permanently lose another car parking spot in Gledhow Garden which are limited and needed for cars.
4. A cycle hangar only holds 6 cycles. On a first come first served basis this only gives benefit to six cycle owners as an almost permanent rented storage space, with little prospect for others ever being able to obtain a space, yet it's installation will costly and also offend a much higher number of residents living in the street.
5. Most bicycles chained to the hoops along from 176 Old Brompton Rd (proposed location) belong to the restaurants workers. These cycles come and go with the shifts, the high numbers of their cycles will not be reduced by the installation of a cycle hangar. These restaurant worker cyclists, who are not local people, will not be eligible from a place in the hangar anyway, so this will not solve that problem.
6. I am a cyclist myself and I believe a cycle hangar in Gledhow Gardens is not necessary. It will create an aesthetically cluttered and closed-in feeling to the small pretty road. It will be a 'lump' of an eyesore, and an unnecessary waste of public funds.
7. Following GRPR guidelines please do not publish my personal details (name, address, phone number contact details etc) Thank you

Objection Two

Gledhow Gardens is a narrow street which already experiences circulation problems with cars unable to turn from the Old Brompton Road . The sidewalk is narrow and inappropriate for a bicycle shed. The Old Brompton Road at this location also has a very busy restaurant with outdoor seating. Reducing the pavement area at this corner will cause further problems. I am strongly opposed to this location.

Objection Three

We have examined the proposal and wish to object the development of the hangars due to overcrowding on the street. The location itself has proven to be cumbersome due to cars parked on both side of the street and the issue of outdoor dining at a nearby restaurant. The proposed plans would further complicate these issues.

Objection Four

Whilst I agree with encouragement of cycling across London and the addition of cycle hangers in our borough, I would like to express my concerns with the location of the Hangar proposed on the corner of Gledhow Gardens and Old Brompton Road. The junction is rather awkward and often congested, making it difficult for cars to pass each other. Gledhow Gardens is often full of traffic with cars honking at each other at all hours of the night, and I would like to avoid an additional issue that might arise from this hangar. I would ask that you consider installing the hangar on Cresswell Gardens by the butcher shop as this is a less awkward road to cross by foot or even by car. Those metered parking bays are often empty and I think it would make far more sense to have one there in terms of safety for pedestrians as well as cyclists removing their bikes from the hangar.

Support in Full One

I am interested in a place.

Support in Full Two

A cycle hangar here would be incredibly valuable to the local community. Many neighbours in and around Gledhow Gardens have expressed a desire for better cycling provision in the area. This location is especially good for a cycle hangar because the entrance to Gledhow Gardens from the Old Brompton Road is both narrow and a blind corner. As such, whenever delivery vans or wide SUVs park on the single yellow line there, it backs up traffic / leads to car stand offs on Gledhow Gardens and Old Brompton Road. These delivery vans also park in front of the sloped tactile pavement crossing point, making it more dangerous for pedestrians who have to walk into the road. A cycle hangar would stop people parking there and make the junction safer and more pleasant.

Support in Full Three

Strongly support. Our top floor tenant used to carry his bike up 4 floors because it was unsafe to leave his expensive bike on the street. Doing all we can to make the neighbourhood better for more sustainable transport types is important, and cycle hangars for safe bike parking are part of that.

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. This area has high density of multi occupancy residences. Overcrowded accommodation in some areas of London is also a problem when it comes to storing bikes securely. 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. It is appropriate for council to use car parking spaces for such facilities as they generally should be off the pavement and represent an increased utility with one car parking space providing secure cycle storage for 6 residents. At present our streets are dominated by car parking and it is important to ensure equitable access to on street amenity for non-drivers. Such hangers should be usable by a range of users e.g. users of adapted bicycles or cargo bicycles and 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 Five

Excellent idea. Somewhat overdue.

Support in Full Six

The council needs to incentivise alternative mobility for example with bikes and due to the high level of thefts in central London a hangar for bikes is needed. In the future I will probably buy an ebike so a safe place where to lock it makes sense.

Support in Full Seven

Great idea to have cycle hangars.

Support in Full Eight

Much needed for the many bicycles in the area.

Appendix 9: Responses received for proposed cycle hangar in Grenville Place

Objection One

Everyone wants a spot in these hangars. In fact there is a wait list of over 175 names for the existing hangar on Cornwall Gardens. Anyone can get a spot, regardless of where they live. So the residents around the gardens give up parking space and a free monopoly to a private company which gives nothing to the residents. I would favour the council installing at the council costs multiple hangars in my neighbourhood and renting them out to residents on a priority basis.

Support in Part One

There is already a cycle hanger 20m away from the proposed location adjacent to 82 Cornwall Gardens. This is unfair location to the residents of Grenville Place / Southwell Gardens / Emperors Gate. Please place the cycle hanger south of the proposed location, outside 14 Grenville Place. There is a pay and display bay where it would fit perfectly. May I suggest that a further cycle hanger is placed in Southwell Gardens. Thank you.

Support in Full One

I am 100% supportive of this proposal. I have been waiting for a bike hangar space for over two years with no luck to date. There are many of us who want to cycle and reduce traffic congestion and de-carbonise more swiftly than the 2040 target. We should be aiming for 2035! There are far too many large cars travelling short distances (school runs) etc and we need to encourage all residents to cycle. I would much prefer to give up my residents' parking permit in order to accommodate more hangars.....

Support in Full Two

[No comment provided]

Support in Full Three

[No comment provided]

Support in Full Four

Kensington is in dire need for cycle hangars. In July 2020, I applied for space in a hangar operated by Cyclehoop outside 82-83 Cornwall Gardens. They have recently let me know that a place may be available... in 2 to 3 years(!) as I am currently #68 on the waitlist. Cycling is the future as the greenest and healthiest mode of transport. It is also the most efficient method to get around London, not to mention how much it helps alleviate congestion. Having further cycle hangars installed in Kensington would help commuters like me and also inspire younger people to get on their bikes.

Support in Full Five

Would enable me to buy a cycle and store it.

Support in Full Six

[No comment provided]

Support in Full Seven

I have a [space in a] cycle hanger on Cornwall Gardens currently - and every day I am asked by pedestrians how they can get one. I have heard stories of commuters carrying bikes up 4 flights of stairs every day, parents who struggle to get their children on bikes. Elder residents who would use e-bikes - and cannot due to the weight and stairs, and many who have had their bicycles stolen. Bicycle is the best way to get around London. Go to google and take any 2 points in zone 1-3 and you will see the time is within 5 minutes traveling by bicycle or car! More bicycles is a better London!

Support in Full Eight

Many thanks for pushing ahead with this. We are chronically short on bike hangars with a huge waiting list. A few residents complain about aesthetics but the vast majority of people I've spoken to like the current one and want to see more. I have a space in the one hangar we have so far and I'm approached at least once a month by someone interested to know how they can get a space. Please do not listen to people making spurious excuses for stopping or delaying the installation and respond instead to the evidenced demand.

Support in Full Nine

Yes, would be great to have more cycle storage.

Support in Full Ten

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. This area has high density of multi occupancy residences. Overcrowded accommodation in some areas of London is also a problem when it comes to storing bikes securely. 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. It is appropriate for council to use car parking spaces for such facilities as they generally should be off the pavement and represent an increased utility with one car parking space providing secure cycle storage for 6 residents. At present our streets are dominated by car parking and it is important to ensure equitable access to on street amenity for non-drivers. 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 Eleven

The area around here is in severe lack of cycle storage, compared to Notting Hill Gate. The flats in the area are all converted and do not allow cycle storage. I have been on the waiting list of the two available Cyclehoops for over a year but still no chance at all.

Support in Full Twelve

As there is very limited cycle storage in the area, I often had to store my bike at places where it would not be safe. This area is filled with converted flats and does not allow for bike storage within the building.

Support in Full Thirteen

Absolutely support, there is a lot of demand for these hangers and not enough supply.

Appendix 10: Responses received for proposed cycle hangar in Harrington Road

Support in Full One

There are no available cycle hangars in this area of London. This would allow me and hopefully many other residents to use a bicycle for the commute to work.

Benefits are:

- Less pollution
- Less congestion
- Healthier and happier residents

There are not many opportunities that generate a higher "Return" on investment.

Support in Full Two

Fully support this proposal. It is recognised there is a large demand for secure cycle hangars in the borough. The waiting list in the borough is high and more of these hangars are needed in order to provide equitable provision and enable more active lifestyles. This area has high density of multi occupancy residences. Overcrowded accommodation in some areas of London is also a problem when it comes to storing bikes securely. 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. It is appropriate for council to use car parking spaces for such facilities as they generally should be off the pavement and represent an increased utility with one car parking space providing secure cycle storage for 6 residents. At present our streets are dominated by car parking and it is important to ensure equitable access to on street amenity for non-drivers. Such hangars 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 hangars as they remain disproportionately more expensive than resident car parking.

Appendix 11: Responses received for proposed cycle hangar in Holland Road

Objection One

Holland Road is busy with traffic, encouraging more bicycles is a safety risk. Bicyclists already use the pavement without much concern for pedestrians. Keep bicycles in quiet back streets. The location means the loss of space in a residents parking bay. No-one living at number 66 uses a bicycle and there is bicycle storage already at number 70 so the location is not a good choice. If one of these ugly storage units needs to be installed, find a spot further away (not on a busy main road).

Support in Full One

I will use this to store my bicycle. There are many other bikes parked haphazardly along this stretch of road, whose owners would benefit from secure parking. Hence, it would also improve the attractiveness of the area.

Support in Full Two

I live on [redacted] and bicycle security on the street or forecourt is a real problem. I have to carry my bike up 3 flights and would really appreciate this type of facility. Thank you.

Support in Full Three

[No comment provided]

Support in Full Four

Great idea.

Support in Full Five

Needed as bikes keep getting stolen all along Holland Road.

Support in Full Six

Since the pandemic I purchased a bike and I use it locally frequently. However, I leave it in the street and it is aging badly (due to weather / rain) and it is at risk of being stolen. There is no hangar near where I live, and there is a waiting list near the closest one (by Kensington Olympia in Russell Road). It would be fantastic to have a cycle hangar near where I live!

Support in Full Seven

I am a keen cyclist as others on the road and we do not have sufficient space for our bikes. Also cycle lanes would be appreciated on Holland Road.

Support in Full Eight

For a major city the cycling infrastructure is downright embarrassing in RBKC. I moved from an old city in the US with better cycling infrastructure (protected lanes, parking, signage, pedestrian deconfliction, etc.) and provisions for car-free living than here (e.g. last mile transit options). The extreme waitlists for Cycle Hangars are laughable and suggest that there is a huge demand for a scarce resource. If it's a matter of revenue how about allowing bidding on spots or crowdfunded installation?

Support in Full Nine

We need more than one Cycle Hangar in Holland Road, W14. We also need charging stations for electric cars.

Support in Full Ten

Cycling = good, cars = bad

Support in Full Eleven

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. This area has high density of multi occupancy residences. Overcrowded accommodation in some areas of London is also a problem when it comes to storing bikes securely. 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. It is appropriate for council to use car parking spaces for such facilities as they generally should be off the pavement and represent an increased utility with one car parking space providing secure cycle storage for 6 residents. At present our streets are dominated by car parking and it is important to ensure equitable access to on street amenity for non-drivers.

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 Twelve

[No comment provided]

Support in Full Thirteen

Sorely needed.

Support in Full Fourteen

It'd be great having a safe space to park bicycles around 50 Holland Road :)

Appendix 12: Responses received for proposed cycle hangar in Lancaster Road

Support in Full One

This would be a great addition for cyclists and I support this completely.

Support in Full Two

I have been on the waiting list for years now. My only comment is that the expansion is too small. We need even more cycle storage. Our small office block with all the different studios at [redacted] alone has at least 5 bicycles carried inside and out as it is not secure to keep the bikes outside. One of my locks has been cut with a battery angle grinder at 10am outside the building. We really need more spaces.

Support in Full Three

This would be great. My road has no bike spaces so I have to take it inside every day which is hard work.

Support in Full Four

Great idea - will encourage cycling (I don't own a bike at present as don't want to keep in my house and have had too many stolen off the pavement).

Support in Full Five

Fully support proposal. Much needed to meet evidenced demand in an area with high density housing.

Support in Full Six

I am in favour of many more secure bike hangars to encourage cycling and reduce private car ownership.

Support in Full Seven

Cycle hangars are secure.

Appendix 13: Responses received for proposed cycle hangar in Lexham Gardens

Objection One

We struggle from lack of car parking space on this street. We often have to park our car on other street. And if a pay and display is being used for this purpose, it should in the first instance be turned into residents parking . Lack of parking space is a major issue we have on this street due to the high number of flats. Separately, the bicycle hanger design and finish does not coordinate with the style of streets in this area. They are an eye sore to look at and in most cases cyclist will still decide to not pay for hanger and will leave their bikes where they always have been.

Objection Two

1. Design of hangers do not match our Kensington streets - they ruin the traditional look of our beautiful streets.
2. For the very large space that they take they offer very few places for bicycles . One car park lost also when can't afford to lose - parking already an issue and this will make worse
3. We have observed from the first round of installations that it doesn't prevent bicycle owners from chaining their bikes to the front building railings. It does not serve as a remedy for that. It's also costly so lost decide not to use it

Support in Full One

Lack of any secure cycle hangers nearby. A new one is greatly needed.

Support in Full Two

This would be a fantastic idea. I strongly support it. This would encourage more to cycle and reduce air pollution.

Support in Full Three

More cycle hangars are needed in the area. We now have a growing number of cyclists using their bikes to commute as well as leisure. Many residents don't have space to secure their bikes inside and therefore have to lock them to railings or posts.

Support in Full Four

We support this installation 100%!

Support in Full Five

We desperately need the installation of the cycle hangar!

Support in Full Six

This would be a fantastic way for me to commute to work with my bike. Prior to moving to Kensington I could have my bike in the flat, and therefore I used it for commuting. Currently, as there is no space in the nearby hangars, I have had to keep my bike at a parent's house. Commuting by bike promotes both healthier and greener living and would improve the wellbeing of all our residents.

Support in Full Seven

[No comment provided]

Support in Full Eight

I think it's a brilliant idea. We need more cycle parking in the Borough, not just more electric vehicle parking (which are still polluting and more expensive to own and run than bikes). Given climate change and cost of living crisis, this is exactly what we should be investing in. Not everyone has space in their flats to store bikes or is able to carry bikes up stairs. The waiting lists for on-street bike storage are too long so more supply is very welcome.

Support in Full Nine

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. This area has high density of multi occupancy residences. Overcrowded accommodation in some areas of London is also a problem when it comes to storing bikes securely. 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. It is appropriate for council to use car parking spaces for such facilities as they generally should be off the pavement and represent an increased utility with one car parking space providing secure cycle storage for 6 residents. At present our streets are dominated by car parking and it is important to ensure equitable access to on street amenity for non-drivers.

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 Ten

I'm a cyclist and we need more secure spaces for our bicycles.

Support in Full Eleven

[No comment provided]

Appendix 14: Responses received for proposed cycle hangar in Malton Road

Support in Part One

Support hanger to be in the immediate vicinity of planned location - there is clear demand and area has high density housing with a need for secure cycle provision. In general this space needs to be improved for pedestrians and cyclists, it is already too narrow. It would be better for the hanger to be located further towards Malton Mews where there is space between tree and building. This walkway is a pinch point and often obstructed by groups drinking alcohol. This section needs to be upgraded along with Westway pedestrian / cycle route so as it becomes a more pleasant and well designed route.

Support in Part Two

Fully support proposal for hanger in this vicinity, further consideration required on exact location as drawing suggests it will impede pedestrian/cycle way which is already a pinch point. 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. This area has high density of multi occupancy residences. Overcrowded accommodation in some areas of London is also a problem when it comes to storing bikes securely. 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. It is appropriate for council to use car parking spaces for such facilities as they generally should be off the pavement and represent an increased utility with one car parking space providing secure cycle storage for 6 residents. At present our streets are dominated by car parking and it is important to ensure equitable access to on street amenity for non-drivers. 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 Part Three

Support increasing secure cycle storage in the vicinity to meet local resident's need - this is vitally important as there is an evidenced over subscription for such facilities in the area with high density multi-occupancy flats. It is also one of the best ways to enable people to start or remain active. We would highlight the need to ensure the hanger is located appropriately, reflecting current and future plans to improve this section of pathway so as it become more pleasant and well designed for pedestrian and cycle flows. In first instance it should be aligned with the WestWay street improvements works that are ongoing. Currently the location indicated on the map is a pinch point and if anything, more space is needed to improve experience for pedestrians and cyclists. There is alternative space on adjacent paved areas and on Malton Road itself - and would encourage RBKC to engage with WestWay on potential sites for this or future hanger locations in and around the WestWay estate.

Support in Full One

Extremely disappointed to see that this is the only hangar proposed for Golborne Ward - and most of us won't even be able to use it!

Support in Full Two

[No comment provided]

Appendix 15: Responses received for proposed cycle hangar in Palace Gardens Terrace

Objection One

The current proposal places the bike hanger at a very busy curvature of the road which is narrow when considering that cyclists, scooters and vehicles frequently pass by. Having a hanger there means that people will also take bikes in and out further reducing the area to navigate on an already busy intersection. There are other, less trafficked, more suitable locations near palace gardens terrace such as: Vicarage Gate (near St Mary Abbots), Strathmore Gardens, and further up Palace Gardens Terrace next to the Electric Charging Terminals (near the Christian Science building). It is not an attractive addition to the neighbourhood in that specific location. People already leave rubbish at the corner from time to time. With the addition of the hanger, more people will be tempted to leave coffee cups and random rubbish as they pass by.

Objection Two

Placing a bike hangar at this location poses a significant traffic hazard. It will narrow the curve which is difficult to navigate or see around already. Cars and bikes frequently cut this curve as they come down Palace Gardens Terrace and this hangar will block their view for on-comming traffic. An accident is pre-programmed if a bike hangar is placed at this location. People taking bikes in- and out of the hangar will further add to the hazard. This particular corner is also an area that attracts fly tipping and rubbish dumping already as there is a low wall on which people often sit and smoke and drink coffee. A bike hangar will further add to this and rodent problems. Bike hangars would be much better placed away from the curve at much less traffic heavy areas close to this location. e.g. Vicarage Gate, Strathmore Gardens, or further up Palace Gardens Terrace next to the Electric Charging Terminals (near the Christian Science building).

Objection Three

I don't think there are enough people who need to store a bike, everyone uses the two Santander bike locations near us — vicarage gate AND palace gardens terrace, and there is not enough parking as it is.

Objection Four

Cycling has become a hot topic yet what sustainable transport appears to forget is that not every person has a bicycle. Roads have been sacrificed for cycle lanes making deliveries, drop-offs and collections near impossible. The last thing we need is to lose any more parking bays for residents to cycles considering that many cycles are already available and parked courtesy of Santander. All of which were making bays in the past. Many of the buildings have storage space in the basements that can cater. It is for these reasons that I am against the further proliferation of bicycle hangars.

Objection Five

No support.

Objection Six

Residents like me are always trying to find a parking space. Every house in the street has railings. We have 3 bikes and used the railings for the last 30 years. It street is beautiful and the hangers are ugly. The street is not very wide. As long time cyclist I also strongly oppose cycle lanes in the borough.

Objection Seven

It is already difficult to find a parking space, so this would make the problem worse. All the houses on the street have their own railings/private space outside where bikes can be locked, and the street is safe so people do this and have done for years.

Support in Full One

There is no cycle hanger in the street yet there are numerous bicycle owners who live in flats and have nowhere to store their bikes except on the railings of the building where they are possible victims of theft.

Support in Full Two

[No comment provided]

Support in Full Three

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 or these hangers are needed in order to provide equitable provision and enable more active lifestyles. This area has high density of multi occupancy residences. Overcrowded accommodation in some areas of London is also a problem when it comes to storing bikes securely. 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. It is appropriate for council to use car parking spaces for such facilities as they generally should be off the pavement and represent an increased utility with one car parking space providing secure cycle storage for 6 residents. At present our streets are dominated by car parking and it is important to ensure equitable access to on street amenity for non-drivers.

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.

Appendix 16: Responses received for proposed cycle hangar in Penzance Place

Support in Full One

I would love to have access to this hangar - I've held back from buying a bike until I can get a safe space to store it so it would make a big difference to me. It would also mean I would use my car far less.

Support in Full Two

We are really keen to get access to cycle hangar space as leaving bikes outside overnight is otherwise not possible. The current capacity is far too limited (I think we are on a waiting list for another local hangar since 4 years).

Support in Full Three

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. This area has high density of multi occupancy residences. Overcrowded accommodation in some areas of London is also a problem when it comes to storing bikes securely. 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.

Support in Full Four

A lot of local residents like us have relatively small houses so storing bikes is a problem and we've had 2 stolen when we left them outside so having a cycle hanger would be great.

Support in Full Five

I am desperate for a space on this new hanger. I cycle to work and back every day but have to keep the bike in our house which is dangerous with our toddler there. I have no space to put the bike away out of sight and so it can easily fall over and hurt him and this has already happened twice. I have called RBKC lots of times over the last two years to try to get a place in the current bike hanger that is already close to us but even though there is hardly any bikes ever in it I was always told it's full. I would really really appreciate a place in this new hanger. Thank you. And if one also possible for my sons bike that would be amazing. Thank you.

Appendix 17: Responses received for proposed cycle hangar in Philbeach Gardens

Objection One

Ugly device for only 6 bikes, next to a beautiful church.

Objection Two

What is the evidence base for positioning the hanger outside Beach House?

(1) Beach House, 77 Philbeach Gardens has bicycle storage inside the building for all residents. So none of the residents in the building will require use of the cycle hanger.

(2) By contrast, there are segments along the street, particularly from 102 to 108 where there are always bicycles chained to the railings outside buildings, along both sides of the road, along this segment.

This suggests the area of demand for the hanger, would be better positioned outside these buildings.

Support in Part One

The street is quite long and would deserve two hangars.

Support in Part Two

Apologies, I realise I missed the deadline for the consultation, which closed yesterday. I was wondering whether it would be possible to feedback? I support the installation of the hangar on Philbeach Gardens, but believe there are more convenient places to locate it.

Support in Full One

We were the original applicants for the scheme on the street and would love to see this go ahead!

Support in Full Two

I support it and I would welcome more, as six spaces will likely be oversubscribed. Also given the yearly cost Vs my current bike's value, I would really welcome the additional installation of free-to-use Sheffield Stands or Cycle Hoops.

Support in Full Three

Fully supportive of the cycle hangar on Philbeach Gardens - this is a great initiative which will support residents in using more sustainable transport options. I would be interested to see a cost breakdown covering cost of the unit, installation, expected maintenance costs, other admin versus the annual premium of 6 x £72 = £432. What is the borough's intention in respect of the cost? Perhaps for the unit to pay for itself after 5 years? Or is there an approach to subsidise the cost to encourage uptake? I also think that 6 spaces on our street will be oversubscribed, and would be interested to hear of the council's approach to installing more cycle hangars should demand be high.

Support in Full Four

[No comment provided]

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. This area has high density of multi occupancy residences. Overcrowded accommodation in some areas of London is also a problem when it comes to storing bikes securely. 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. It is appropriate for council to use car parking spaces for such facilities as they generally should be off the pavement and represent an increased utility with one car parking space providing secure cycle storage for 6 residents. At present our streets are dominated by car parking and it is important to ensure equitable access to on street amenity for non-drivers. 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

[No comment provided]

Appendix 18: Responses received for proposed cycle hangar in Redcliffe Square

Objection One

As a resident of [redacted] Redcliffe Square, I strongly object to the installation of the cycle hangar by 80 Redcliffe Square. We bought our flat in [redacted] Redcliffe Square in 2007 and over the years we have observed how the roads outside the property have gotten busier, to the extent that a roundabout was installed by the property. Being sandwiched between 2 main arteries of London, we have an immense amount of traffic passing through and noise pollution. At busy times, I am forced to keep our windows closed due to the noise level, which impacts our quality of life. Furthermore, the windows of our flat overlook the proposed area of the hangar, which will impact our privacy. Additionally, being on a corner has it's own issues: even though we have double yellow lines, there are constantly delivery vans parked outside; late in the evening we have antisocial elements often hanging about; and we have had instance of fly tipping and dumping. With the proposed installation of the cycle hangar: it will create more noise; it will also attract anti-social elements - considering the situation with bike thefts all over London; and become more of a dumping ground. Due to all the existent problems, we recently were forced to install CCTV cameras and we don't want to have additional issues that will result from the proposed installation. We also will not be using the hangar; the large block of flats diagonally opposite us is a retirement and care home where the need for a cycle hangar may also be limited. I have no issues if a hangar is installed by the communal gardens on Redcliffe Gardens, where it won't impact anyone and is more easily accessible for residents around the square, but I do object to it being placed by our property for the aforementioned reasons.

Support in Part One

Support as the area desperately needs more cycle hangars. Would like to see more in Redcliffe square, particularly on the north / eastern side (1-38).

Support in Full One

Would love to use one.

Support in Full Two

We would have a bike a lot of people are cyclists in the square and bikes get stolen or damaged (we had several episodes). We live in small apartments and need cycle hangers thank you.

Support in Full Three

Very much needed.

Support in Full Four

I support this installation 100%!!

Support in Full Five

It is really needed, no equipment to lock bicycles except on the fence of the square.

Support in Full Six

Space for 6 bicycles is far too small for an area as large as Redcliffe Sq. We store at least 4 in our building. Please consider larger or multiple hangers! Bike theft is a real problem and a disincentive to using cycle transport, so please also consider how the hangers will increase demand. The council can get ahead of this now.

Support in Full Seven

Secure cycle storage is needed and a gradual reduction in car parking spaces can only be good for the environment. One parked car occupies the same space as multiple bikes.

Support in Full Eight

We need a cycle hangar on every block if we want to increase bike use and therefore reduce traffic on our roads. Given the size of some of the SUVs parked around here a single hangar per block dedicated to bicycles hardly seems excessive.

Support in Full Nine

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. This area has high density of multi occupancy residences. Overcrowded accommodation in some areas of London is also a problem when it comes to storing bikes securely. 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. It is appropriate for council to use car parking spaces for such facilities as they generally should be off the pavement and represent an increased utility with one car parking space providing secure cycle storage for 6 residents. At present our streets are dominated by car parking and it is important to ensure equitable access to on street amenity for non-drivers.

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 Ten

[No comment provided]

Appendix 19: Responses received for proposed cycle hangar in Russell Gardens

Support in Part One

Placing this in a pay by phone visitor bay when a resident's parking bay could be utilised would make more sense. There are so few visitor spaces, making parking for out of borough visitors who have to drive much more difficult.

Support in Full One

[No comment provided]

Support in Full Two

My son's dad would not get his bike stolen.

Support in Full Three

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 or these hangers are needed in order to provide equitable provision and enable more active lifestyles. This area has high density of multi occupancy residences. Overcrowded accommodation in some 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. It is appropriate for council to use car parking spaces for such facilities as they generally should be off the pavement and represent an increased utility with one car parking space providing secure cycle storage for 6 residents. At present our streets are dominated by car parking and it is important to ensure equitable access to on street amenity for non-drivers. 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 Four

[No comment provided]

Support in Full Five

[No comment provided]

Appendix 20: Responses received for proposed cycle hangar in Sheffield Terrace

Objection One

I think they look unsightly, and I don't think they are necessary as only 6 bikes can fit in them which is not a lot when you talk about congestion - even in all the locations that's not a lot and seems wasteful of space, resources and money. Also you're relying on the bike owner to remember to close and lock the hanger after each use, for 5 others so I don't think a good idea.

Support in Part One

In principle these are a good idea. But the council must be careful in their zeal to do some greenwashing not to trample on standards of road safety. Why are some of the proposed locations on bits of road that currently have double yellow lines? The hangers offer the same degree of visual and manoeuvring obstruction as a parked vehicle so it is just not right to 'overlook' this safety aspect of double yellow lines to fill some required quota. If there's a double yellow line, the location is not suitable- this is a general comment on all of the hangers. My second point is that these are pretty sad looking galvanised steel structures. Surely RBKC should use something of altogether higher quality.

Support in Full One

There are plenty of car space in the street and this would help tremendously to push for more cycling in the borough.

Support in Full Two

I proposed having a cycle hangar last year, and am still in support of this.

Support in Full Three

There are many parking spots in the Street and it won't be an issue for cars if we add a cycle hangar.

Support in Full Four

yes, I support the installation of a cycle hangar at or near Sheffield Terrace. I currently have to lock my bike outside my house and worry about theft. The installation of a hangar would be a big welcome.

Support in Full Five

More hangars the better.

Support in Full Six

There are few options for residents who commute by bicycle to store our bikes safely and with a degree of protection from the elements. This takes steps to solve the issue.

Support in Full Seven

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. This area has high density of multi occupancy residences. Overcrowded accommodation in some 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. It is appropriate for council to use car parking spaces for such facilities as they generally should be off the pavement and represent an increased utility with one car parking space providing secure cycle storage for 6 residents. At present our streets are dominated by car parking and it is important to ensure equitable access to on street amenity for non-drivers. 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 Eight

Great news that the hangar is coming. I have had 2 bikes stolen from street parking in the past 2 years. Also storing bikes outside causes damages from the sun/rain. The hangar would be great way to reduce the number of rusty unused bikes chained on the streets.

Support in Full Nine

Maybe one is not enough.

Support in Full Ten

[No comment provided]

Support in Full Eleven

[No comment provided]