

The Royal Borough of Kensington and Chelsea

Cycle Hangar Consultations November 2025

Report by the Transport Projects Officer

1 March 2026

1 Background

- 1.1. In October and November 2025, the Council carried out non-statutory consultation on locations for 24 new cycle hangars. These would be funded by Transport for London (TfL) as part of a grant that is ring-fenced for cycle-parking. One hundred and eighty-seven people responded to the consultation. This report considers the responses received and the officer recommendation to the Director for Highway and Regulatory Services on how to proceed.

2 Consultation Responses

- 2.1. From 6 October to 16 November 2025, the Council undertook consultation on introducing 24 new cycle hangars in the borough. A total of 9,350 households living near the proposals received letters signposting them to the consultation and the consultation was available on the Council's Consultation and Engagement hub. Local ward councillors and residents' associations were made aware of the consultations by email.
- 2.2. In total 187 people responded to the consultation, with some respondents responding on multiple locations. Table 1 summarises the responses received and the recommendation on how to proceed. In total, sixty-two objections were raised during the consultation. When limited to the 18 sites that officers recommend proceeding with, the number of objections reduces to thirty-two. Two notes of support were unclear as to which location the respondents were supporting. These are included in Appendix 26.
- 2.3. Of the 24 sites proposed, officers are recommending that we proceed with 19 of them. In relation to the Bedford Gardens proposal, in recognition of the strength of resident sentiment, officers recommend that an alternative location is sought at a later date.
- 2.4. Officers chose to consult on multiple proposals in some streets, in order to understand resident preference and have chosen not to proceed with four proposals – Barkston Gardens (outside no. 1), Bevington Road (opp. No 34-36), Courtfield Gardens (opp. No 21) and Limerston Street (outside no. 1-6) – as alternative proposals were more favoured in this consultation.

Table 1 - Summary of responses received.

Bike Hangar Name	Yes in Full	Yes, in Part	Objection	No Opinion	Recommendation
Barkston Gardens (Flank of no. 22)	11	0	5	0	Proceed
Barkston Gardens (Outside No.1)	9	0	7	0	Do not Proceed

Bedford Gardens	14	2	10	0	Do not Proceed
Bevington Road (Opposite no. 34-36)	4	0	0	0	Do not Proceed
Bevington Road (Outside no. 13)	5	0	0	0	Proceed
Burnaby Street	9	0	0	0	Proceed
Cornwall Gardens (b/w gardens squares)	20	0	2	0	Proceed
Cornwall Gardens (b/w no. 54/55)	13	0	5	0	Proceed
Courtfield Gardens (Opp. No. 21)	9	1	3	1	Do not Proceed
Courtfield Gardens (Opp. No. 24)	8	0	1	0	Proceed
Edge Street	8	0	2	0	Proceed
Fawcett Street	6	1	3	0	Proceed
Ladbroke Grove	12	0	1	0	Proceed
Lansdowne Road	12	0	9	0	Do not Proceed
Limerston Street (Outside no. 1-6)	3	1	1	0	Do not Proceed
Limerston Street (Outside no. 60)	7	0	2	0	Proceed
Linden Gardens	18	1	0	0	Proceed
Oakfield Street	9	0	6	1	Proceed
Onslow Gardens	10	0	2	0	Proceed
Powis Terrace	8	1	0	1	Proceed
Priory Walk	6	0	0	0	Proceed
Roland Gardens	4	0	2	0	Proceed
St Luke's Road	6	0	0	0	Proceed
Templeton Place	5	0	1	0	Proceed
TOTAL	216	7	62	3	

3 Consideration of Objections

- 3.1. Appendices 1 – 25 list the responses received to each location in full. Table 2 below illustrates the main themes of the objections or the 'support in-part' and 'no opinion' responses received.

Table 2 - Objections/support/support in-part/no opinion responses by theme

Bike Hangar Name	Loss of parking space	Road is busy/narrow	Not required	Visually intrusive	Obstructs highway/footway / increase congestion & pollution / pose risks to pedestrians/traffic	Abusive cyclists	Increased noise	Existing hangar nearby	Privacy issues	Increase in litter	Other
Barkston Gardens (Flank of no. 22)	1	5	2	2	5	-	1	1	-	-	2
Barkston Gardens (Outside No.1)	4	4	2	2	5	-	1	1	-	-	4
Bedford Gardens	8	3	3	-	2	-	-	-	-	-	3
Bevington Road (Opposite no. 34-36)	-	-	6	-	-	-	-	-	-	-	-
Bevington Road (Outside no. 13)	-	-	-	-	-	-	-	-	-	-	-
Burnaby Street	-	-	-	-	-	-	-	-	-	-	-
Cornwall Gardens (b/w gardens squares)	1	-	-	1	-	-	-	2	-	-	-
Cornwall Gardens (b/w no. 54/55)	-	-	-	4	-	-	-	-	-	-	2
Courtfield Gardens (Opp. No. 21)	1	-	1	2	1	-	-	-	-	-	3
Courtfield Gardens (Opp. No. 24)	-	-	1	1	1	-	-	-	-	-	2
Edge Street	1	-	1	1	-	-	-	-	-	-	-
Fawcett Street	3	1	2	1	-	1	-	-	-	-	1
Ladbroke Grove	1	-	-	1	1	-	1	-	1	1	1
Lansdowne Road	4	5	-	3	5	-	3	-	3	-	-
Limerston Street (Outside no. 1-6)	1	-	2	1	-	1	-	-	-	-	1
Limerston Street (Outside no. 60)	1	1	1	-	-	-	-	-	-	-	-
Linden Gardens	-	-	-	-	-	-	-	-	-	-	1
Oakfield Street	6	4	1	2	-	-	-	-	-	2	2
Onslow Gardens	-	-	2	1	-	1	-	-	-	-	-
Powis Terrace	2	1	1	-	-	1	-	-	-	-	1
Priory Walk	-	-	-	-	-	-	-	-	-	-	-
Roland Gardens	1	2	1	-	2	1	-	-	-	-	1
St Luke's Road	-	-	-	-	-	-	-	-	-	-	-
Templeton Place	-	-	-	-	-	-	-	-	-	-	2
TOTAL	35	26	26	22	22	5	6	4	4	3	26

3.2. Officer responses to the issues raised are detailed below:

Loss of parking space

3.3. Thirty-five respondents were concerned at the loss of a parking bay to accommodate a cycle hangar and/or believed 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 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, and we know that our parking occupancy levels have steadily fallen over the years.

Existing road is too narrow and/or busy

- 3.4. Twenty-six respondents believed that the roads chosen for proposed cycle hangar units were heavily congested and narrow, with many unable to currently accommodate two-way driving.

Officer Response

The proposed cycle hangar units are all proposed in existing parking bays and would take up less space than a stationary, parked car. There is therefore no evidence to suggest that the introduction of a new cycle hangar would impede traffic flows.

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

- 3.5. Twenty-six respondents said they believed the proposed hangar was not necessary and would not be used – either because there were not enough cyclists nearby or because they had existing cycle parking facilities already, such as residential building basements, inside the home, or in nearby Sheffield stands or on railings.

Officer Response

The Council required at least three requests from three different households before a consultation for a new cycle hangar unit was proposed. The large number of supportive comments received to the proposals suggest that cycle hangars at all locations would be well utilised. The median wait list for existing hangars in the borough is 18 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 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 – also fear of theft. Many cyclists residing in inner-London boroughs live in small flats and do not currently have the functional space available to physically store a bicycle indoors.

Bike rental schemes, such as TfL's Santander bikes and rental e-bikes, 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.

All of the proposed hangars would be funded from the Council's annual grant allocation from Transport for London. This funding is ring-fenced for cycle parking.

Visually intrusive

- 3.6. Twenty-two objectors believed hangars should not be installed as they are 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 and in a place where vehicles currently park. They have been installed in various residential locations in Kensington and Chelsea (they are not limited to main roads and routes and housing estates 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.

Cycle hangar units obstruct the highway/footway and increase congestion/pollution, pose risks to pedestrians/traffic or cause visibility issues.

- 3.7. Twenty-two respondents were concerned that the introduction of cycle hangars would obstruct the highway, with some respondents highlighting that the location would therefore see an increase in congestion. Twelve respondents further 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.

Officer Response

Cycle hangar units are smaller than an average car (2.6m long and 2m deep) and, as all the units are proposed in existing parking bays, the proposals should therefore offer no more visibility issues – or narrowing of the carriageway or junction – than a car permitted to park here at present. As no congestion is expected as a result of the proposals, no pollution is expected.

Officers carefully choose locations based on resident requests. Junctions are often chosen as they provide safe and secure bicycle storage for a larger range of residents, and the introduction of a physical unit typically ensures that junctions are easily accessible for motorists – reducing the number of poorly parking cars encroaching more than they should at the junction.

Cycle hangars open onto the footway rather than the carriageway. Users are therefore at no risk from passing traffic as they use the hangar. In selecting locations officers have taken account of the availability of the width.

Abusive cycling

- 3.8. Five respondents said that they find cyclists, mostly rental e-bike users, often leave bicycles on the footway, blocking access for pedestrians and increasing danger for

vulnerable users. Some highlighted that cyclists do not adhere to the rules and often cycle on pavements and do not stop at red lights.

Officer Response

The proposed units will be utilised by residents and their own personal bicycles, not rental e-bikes. 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..

The hangar will increase noise

- 3.9. Six respondents said they believed the proposed hangars would increase noise.

Officer Response

Cycle hangar doors are gas-assisted and it is considered that the closing of the hangar door would create less noise and occur less frequently than the closing of car doors. Based on the experience of having over 100 on-street hangars in the Borough, officers consider that the noise generated from people and the movement of bicycles is not believed to be more significant than noise already generated by existing cars and pedestrians.

There is already an existing cycle hangar nearby

- 3.10. Four residents highlighted that there were existing cycle hangar units on the same road and/or in neighbouring streets and questioned whether there was demand for additional units. This point was made in relation to three sites, one of which officers are recommending should not proceed.

Officer Response

Officers often have to carefully consider resident demand for cycle parking along with that of on-street car parking, to ensure that the Council is delivering the necessary facilities to manage growing demand. Of the 100 bike hangars that have been installed thus far, a total of 2,345 requests have been made by residents to join those hangars' waiting lists. The average number of residents waiting for a space in a cycle hangar is 24 (median 18). In Cornwall Gardens, for example, Cyclehoop have had 160 requests from residents to join the waiting list, hence the proposal for two new hangars at this location.

The hangar will cause privacy issues and/or concerns

- 3.11. Four respondents said they believed that the proposed hangars would impede on privacy.

Officer Response

The hangars have been proposed in existing car parking bays, therefore the proposals should offer no more privacy issues than a car parked here at present.

The hangar will increase litter and/or fly-tipping

- 3.12. Some respondents believed that the introduction of a cycle hangar would increase litter and/or fly-tipping and encourage those to illegally dispose of their waste within the units. One respondent raised concerns that the proposed unit would increase dog litter.

Officer Response

Cycle hangar units are locked and secure units, providing access to only those residents that have purchased a rental space for the year. These residents, a maximum of six different individuals, maintain access to the unit with a key.

The proposed unit(s) would not increase or attract dog waste and litter any more than a parked car would in its place. Pet owners must always pick up their dog waste and dispose of the waste accordingly, using the bins provided.

The borough is fortunate to have twice weekly waste collection, along with food waste collection. The Council's street cleaning teams operate around the borough to clean up waste that has been fly-tipped.

Other comments

- 3.13. Table 3 lists comments received sitting outside of the most common theme raised above, alongside officer responses. Comments out of scope of this consultation, for example relating to poor parking of rental e-bikes, have not been responded to.

	Comment	Officer Response
1	Existing units are not maintained especially after they have been hit by motorists, sometimes due to the narrow street. (Barkston Gardens 22 and Courtfield Gardens 21 and 24)	Cycle hangars occupy 3m of a parking bay, less space than a car, and should not be any more likely to be hit than a parked car. Where collisions do occur, our contractor rectifies the damage promptly to maintain safe access and use for residents. Cycle hangar contractors carry out regular maintenance on the units and residents can contact rentals@cyclehoop.com to report any issues.
2	Council should work with freeholders to encourage conversion of unused spaces to cycle storage. (Barkston Gardens 22, Courtfield Gardens 21 and 24)	Whilst the Council can encourage freeholders to increase cycle parking facilities for their private renters, the Council do not have the powers to enforce this. The Council's aims are to provide facilities best suited for residents, including the offering of car and cycle parking provision.
3	It will be dangerous for users to get their bikes in and out of the hangar. (Barkston Gardens 1)	The cycle hangar units open on the footway side, ensuring that users are not stood in the carriageway where they pose significant risks.
4	Three parking bays have already been removed to accommodate cycle hangars. (Barkston Gardens 1)	There is one existing cycle hangar in Barkston Gardens, which is 2.6m long, around half the average length of a car. There are currently 55 residents on the waitlist for this existing unit.
5	Resident parking bays have been replaced to accommodate electric vehicle charging units.	The Council must carefully balance the needs for all residents and take into account the growing demand for electric vehicle charging bays. These bays are available to meet the needs of residents and visitors alike. There are considerably more resident parking bays and

	(Barkston Gardens (1) and two comments from Bedford Gardens)	EV charging facilities in the borough than there are secure cycle hangars.
6	No. 5 Barkston Gardens is owned by the Pakistani Government and is used to house embassy officials. Diplomatic cars need to park as close as possible. (Barkston Gardens 1)	The proposed unit – proposed outside No.1 Barkston Gardens - will only remove under 3m of resident parking, which is less than the average car. Resident and visitor parking bays will remain available.
7	Ongoing construction in the area and parking suspensions have reduced the number of available parking bays for residents. (Barkston Gardens 1 and Oakfield Street)	Parking suspensions temporarily restrict parking bays to provide space and access to accommodate construction works.
8	Existing bollard makes it difficult for cars turning left out of Bedford Gardens. This space is often left empty to accommodate manoeuvres needed to be made by vehicles. (Bedford Gardens)	The proposed unit on Bedford Gardens would be placed on its junction with Campden Hill Road. The bollard in question is situated on the opposite junction with Kensington Church Street. Officers are, however, recommending that this hangar location should not proceed.
9	It would be better to introduce centralised, discreet facilities to meet increasing demand for cycle parking. (Cornwall Gardens 54/55)	Similar to vehicle parking bays, cycle parking should be available in suitable locations around the borough to provide residents with secure cycle provision close to their home.
10	Hangar is too close to Garden House. (Cornwall Gardens 54/55)	The proposed location was chosen due to the demand for additional cycle parking facilities in the area.
11	I would prefer more on-street cycle parking facilities, rather than a cycle hangar. (Courtfield Gardens 21 and Templeton Place) There are existing cycle parking facilities available at Two Limerston Street (Limerston Street 1-6)	On-street unenclosed cycle parking, such as Sheffield stands and Cyclehoops, provide useful short-stay parking of bicycles, however, the requests received from residents for this location was for secure cycle hangar facilities. New installations of on-street cycle stands are on hold indefinitely.
12	There is an existing motorcycle stand in the proposed location	The cycle hangar is proposed next to the existing motorcycle bay.

	(Fawcett Street)	
13	Street lighting in the area is dim, and it is unsafe unless I am able to park close to my home. (Ladbroke Grove)	To report any problems regarding street lighting in the borough, please contact streetlighting@rbkc.gov.uk . The proposed unit on Ladbroke Grove would reduce the available parking by 3m, which is less than one car.
14	Nearby hangars are seen half-empty. (Linden Gardens)	It is often assumed that an empty space in a cycle hangar means that it is under-utilised. The hangars provide secure storage for resident bicycles, which are primarily used recreationally or daily, as the resident's mode of transport. It follows therefore that, at times, bicycles will not be within the hangar. All existing hangars in the borough are fully subscribed, with waiting lists. Our contractor contacts subscribers after 6 months to ask residents if they would still like to use the Bikehangar, and then again towards the end of the end of the year of membership. This gives them an opportunity to cancel and return their keys before the end of their membership, if they no longer need the Bikehangar so we can offer the space(s) to other residents on the waiting list.
15	Not convenient for the local school. (Oakfield Street)	Hangars are only available for residents to use, rather than school staff or pupil use. Therefore, the location was not selected with proximity to the school as a consideration.
16	The existing e-bike bays should be removed and replaced with a cycle hangar. (Powis Terrace)	The Council has introduced a network of e-bike parking bays across the borough to improve safety and pedestrian movement. E-bike bays provide designated parking for hire bicycles, ensuring that the footways are clear.
17	Existing university student accommodation will soon close, and there will no longer be need for additional cycle parking provision. (Roland Gardens)	Requests are received from both temporary and permanent residents. When spaces are no longer required, they are offered to the next resident(s) on the waiting list. As the average waiting list is 24 people in the borough, officers are confident that demand from permanent residents will ensure this facility is used.
18	Hangar Prices and Fees: Hangar fees are too expensive, excluding the average individual. The cost of a hangar is more than that of an RBKC parking permit, which is a more attractive offer. (Templeton Place)	The Council provides cycle-hangars as a cost-neutral service for its residents. Renting a cycle hangar space is entirely optional. The provision of a cycle hangar is much more expensive to purchase and maintain than the marking and maintenance of a car parking bay. The Council believes it is appropriate to pass on this cost to the user rather than asking other residents to subsidise this cost.

		Moreover, residents who rent a bike hangar space have exclusive and guaranteed access to that space, which is not true of resident parking permits.
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4 Next steps

- 4.1. Following consideration of all comments received, officers recommended to the Director of Highways and Regulatory Services that the Council proceed with the recommendations set out in Table 1 above. The Director of Highways and Regulatory Services agreed with the recommendation.

Appendix 1: Response received for all proposed cycle hangers

Support in Full One

Wherever there are flats and suitable space cycle storage on the street should be encouraged. It is not relevant to me but it seems an excellent offering

Support in Full Two

Dear RBKC cycling team

Please accept this email on behalf of Better Streets for Kensington and Chelsea as a response to all the proposed cycle hangers listed in the October 2025 proposal at Cycle Hangars October 2025 - Kensington and Chelsea's Consultation and Engagement Hub - Citizen Space

We write on behalf of our cross borough community group to express our strong support for the proposed cycle hanger locations. We welcome the Council's efforts to expand secure cycle storage provision and urge RBKC to continue to prioritise this investment. Our rationale is set out below:

- Alignment with Borough, London and National Policy
- Expanding secure cycle parking supports RBKC's own Transport and Air Quality Strategies, London's Transport Strategy (including TfL's aim to increase the proportion of trips made by walking and cycling), and national Net Zero ambitions.
- It directly contributes to the Mayor's Transport Strategy targets for increasing active travel and reducing car dependency.
- Enabling Mode Shift and Reducing Car Dependency
- Lack of secure storage is frequently cited in research (e.g. TfL's Attitudes to Cycling Survey) as a key barrier to taking up cycling.
- Significant unmet demand for secure cycle storage and waiting lists remain consistently high, demonstrating that provision has not kept pace with residents' needs.
- Providing hangers gives residents a practical alternative to car ownership, helping to reduce parking pressure on already congested streets.
- Increasing the number of hangers will enable a fairer and more equitable distribution of facilities, supporting a wider range of residents to adopt active travel.
- This area has a high density of multi-occupancy housing and a significant proportion of social housing, where residents often lack safe and secure space to store bicycles within their homes.
- Efficient Use of Public Space
- A single car parking space can typically accommodate one cycle hanger, which stores up to six bicycles — a much more space-efficient use of the kerbside.
- This supports the Council's broader objectives to rebalance street space towards sustainable modes of transport.

- Overcrowded housing remains a challenge in parts of our borough and providing secure on-street storage addresses these inequalities directly, giving all residents the opportunity to cycle, regardless of housing circumstances
- Improved Neighbourhood Safety and Streetscape
- Secure hangers reduce the number of bikes chained to railings, lampposts or blocking pavements, improving accessibility for pedestrians, including those with disabilities.
- Well-designed hangers can also act as passive surveillance points, discouraging antisocial behaviour and theft.
- Support for Families and a Broader Range of Users
- Families, including those with young children, often rely on larger or adapted bikes and cargo bikes for everyday trips. Adequate provision, including inclusive hanger designs, can support family cycling, school travel, and local errands.
- Storage provision should consider mixed-use options to accommodate these different types of cycles including adapted cycles
- Cost should be considered for households requiring multiple spaces as current charges remain disproportionately higher than resident car parking, which undermines efforts to encourage modal shift.
- Cost Effectiveness and Economic Benefits
- Investing in cycle hangers is relatively low-cost compared to other transport infrastructure, while delivering high social, health and environmental returns.
- Increased cycling can reduce NHS costs related to inactivity and air pollution, while supporting local businesses through greater footfall.
- Community Support and Demand Evidence
- Proposed cycle hangers are in response to local residents requests demonstrating clear demand and support for these locations

Support in Full Three

Thank you for your letter to residents dated October 6, 2025

As you may know, there are many bikers in our neighborhood!

Unfortunately, when we park our bikes in the street, the risks of thefts and vandalism are considerable.

Therefore, the bike hangars are very welcome for the thousands of resident bikers who depend on their bikes for mobility in the city, and who have no room in the house for bike storage.

The problem for most of us is the availability of space and the looooong waiting list for most of them.

One position I have noticed over the years, that could serve quite a few of us and always has ample available space for parking (meaning the conflict with car owners who needs parking is very limited) could be Ladbroke Square.

If this could happen, please sign me up for a space in the new hangar!

Appendix 2: Responses received for proposed cycle hangar in Barkston Gardens (22)

Objection One

While the idea of encouraging more cycling is a good one, this particular location is very busy, with cars trying to cross in every direction. The road (Laverton Place continuing into Courtfield Gardens) is not enough to accommodate 2 vehicles passing, so a hangar would create an obstruction and a traffic block.

Objection Two

I strongly oppose the new cycle hangar. The square has already tight entrances and the proposed additional cycle hangar will make it even tighter. This will have a negative impact on the traffic in and out the square, increasing level of noise and pollution from cars standing to get into the tight spaces to and from the square.

There is already a cycle hangar in the square which has been hit by cars before to avoid a car coming in the opposite direction given the narrow street. This proves Barkston Gardens is not logistically suited for cycle hangars and further installation will create hazard for the living residents. In particular we are concerned hangar may create further danger for elderly people and children where cars have to eventually make untoward manoeuvres to avoid the cycle hangars and get access to and from the square.

Objection Three

I object installation of additional bike hangars in the Barkston Gardens/Courtfield Gardens area for the following reasons:

1. Pedestrian safety. The bike hangars narrow the road slightly shifting car drivers' attention to oncoming traffic. I have been almost run over several times when crossing the road on foot near existing bike hangars at 34 Courtfield Gardens and 23 Courtfield Gardens. While this is obviously drivers' fault when it happens, I object any alterations to the road that would make pedestrians crossing at intersections less noticeable to car drivers.
2. Lack of objective need to use public space and funds for cycle storage. The buildings in the area have ample underground sheds that were used for storing coal under the sidewalk; many are already converted to secure cycle storage areas, but many remain largely unused. I object to spending public resources on patching up the issue that should be resolved by interaction between freeholders and the residents and, perhaps, engagement of council with freeholders to encourage conversion of unused underground sheds to cycle storage areas.
3. Substandard visual appearance. The traditional construction in the area uses masonry and cast iron; the bike sheds that were installed so far are made from corrugated steel sheets and decidedly out-of-place in the area, substantially damaging the communal space appearance.

Furthermore, the existing bike sheds aren't being maintained and many remain twisted after traffic collisions, making them look even more shabby.

Objection Four

We already have cycle hangars in Barkston Gardens. The issue is that the two proposed spots further reduce the visibility around the corners of Barkston which already make for dangerous circulation around the square. Furthermore it reduces parking even further. I therefore do not support any more cycle hangars than we have already.

Objection Five

There's another one right opposite installed. And it's already tight to drive through that part of street in and out of Barkston gardens from court field. This would make it worse.

Designs are out of character of our streets. Not enough care is being taken by the council to make sure character and look of our streets are preserved - similar to what's being exercised with respect to buildings

Those I know living around here say they won't use it . Those who have bike are happy to take it in

Support in Full One

All these cycle hangars are great. There are two things leading to low cycling adoption: theft of bikes and lack of safety on the road. This is a great way to tackle bikes' theft. There should be many of them although the price of it is quite prohibitive. £72 per annum is 1/5th of the price of a new average bikes. It's almost as if you were asking £3000-5000 for a car!!! This should not be free (otherwise people take it and don't use it) but £10-20 looks more acceptable as a sunk cost when a cyclist owns a £200-300 bike. Not covered by this survey but the borough should to substantially more for the safety of cyclists on the road. Pedestrians have pavement. Cars have roads. Cyclists should have cycling lanes.

Support in Full Two

[No comment provided]

Support in Full Three

[No comment provided]

Support in Full Four

great advantage to have more cyclists, cleaner air and already many waiting for a place in Hangar and this one least disruptive for residents

Support in Full Five

[No comment provided]

Support in Full Six

Our residents need more parking facilities for their bikes!

Support in Full Seven

The consultation only appear to allow one contribution per resident when I would like to strongly support the 2 proposed for Barkston Gardens.

Support in Full Eight

And the other one at the 22 is welcome

Appendix 3: Responses received for proposed cycle hangar in Barkston Gardens (1)

Objection One

I strongly oppose the new cycle hangar.

The square has already tight entrances and the proposed additional cycle hangar will make it even tighter. This will have a negative impact on the traffic in and out the square, increasing level of noise and pollution from cars standing to get into the tight spaces to and from the square. There is already a cycle hangar in the square which has been hit by cars before to avoid a car coming in the opposite direction given the narrow street. This proves Barkston Gardens is not logistically suited for cycle hangers and further installation will create hazard for the living residents. In particular we are concerned hangar may create further danger for elderly people and children where cars have to eventually make untoward manoeuvres to avoid the cycle hangars and get access to and from the square.

Objection Two

1.This is the start of that part of Barkston Gardens that is particularly beautiful in part due to the symmetry of the buildings , the railing layout etc . Positioning it here is damaging to the hard landscape .

2.This corner gets congested . It will be positively dangerous to get bikes in and out of the hangar .There have been a number of accidents just at this point .

3. Car parking spaces are of course limited . We already have 3 removed from general use one by the nearby hangar near no 2 and two as a result of the nearby Total energies (source London) charging stations

It would be much better situated near Earls Court Road or abandoned altogether. If your proposals proceed there will be three in Barkston Gardens which is too many

If a future hangar

[Additional Comment]

I have already commented. I just wanted to inform you of a security issue . No 5 Barkston Gardens is owned by the Pakistan Government and is used on a permanent basis to house Embassy officials . The diplomatic cars for security reasons try and park as close to the premises as possible . If they can outside nos 1 3 5 and 7 or on the immediate corners of the Square .

Objection Three

I object installation of additional bike hangars in the Barkston Gardens/Courtfield Gardens area for the following reasons:

1. Pedestrian safety. The bike hangars narrow the road slightly shifting car drivers' attention to oncoming traffic. I have been almost run over several times when crossing the road on foot near existing bike hangars at 34 Courtfield Gardens and 23 Courtfield Gardens. While this is obviously drivers' fault when it happens, I object any alterations to the road that would make pedestrians crossing at intersections less noticeable to car drivers.

2. Lack of objective need to use public space and funds for cycle storage. The buildings in the area have ample underground sheds that were used for storing coal under the sidewalk; many are already converted to secure cycle storage areas, but many remain largely unused. I object to spending public resources on patching up the issue that should be resolved by interaction between freeholders and the residents and, perhaps, engagement of council with freeholders to encourage conversion of unused underground sheds to cycle storage areas.

3. Substandard visual appearance. The traditional construction in the area uses masonry and cast iron; the bike sheds that were installed so far are made from corrugated steel sheets and decidedly out-of-place in the area, substantially damaging the communal space appearance. Furthermore, the existing bike sheds aren't being maintained and many remain twisted after traffic collisions, making them look even more shabby.

Objection Four

Barkston gardens has no more room for any more special projects: we have rental car space, extra large public charger, 10 pay by phone spaces, bike storage, loading zone and a diplomat space. There is already few places left for parking our cars.

Objection Five

Objection to Proposed Installation of Additional Cycle Hangar Units

I object to the proposal for installing more cycle hangar units in the square. Parking space for residents is already extremely limited. We currently have one existing cycle hangar in Barkston Gardens along with several other competing uses for curbside space, including:

- Rental car bays
- Extra-large public EV chargers
- Pay-by-phone parking spaces
- A designated bike storage unit
- A loading zone
- A diplomatic parking bay

All of these take up valuable space that would otherwise be available for residents' parking. On top of that, the ongoing construction work in the square has led to frequent parking suspensions, making the situation even more difficult for those who live here.

Introducing another cycle hangar will further reduce the already scarce availability of residential parking and add to the congestion. I urge the council to reconsider this proposal and prioritize the needs of residents who rely on car access and already face significant parking challenges

Objection Six

1. Turning into that corner is already very challenging going with cross traffic and lack of poor visibility of oncoming traffic plus sharp turn make this already a challenging corner. The proposed location would make this even more difficult

2. We already lack sufficient resident spot and often have to part away from Home on other streets

3. Council practices care when it comes to preserving the character of our buildings but how come is not doing so with these metal structures that do not blend into the period character of our streets . They are terrible looking things and are ruining the fine character of our borough streets. At least a more blending design should be considered

4. Everyone with bicycle I know here say they don't use these and ones with bike take their bikes in doors

Objection Seven

It is in the corner where already the visibility is restricted. I drive every day in and out the square and this is a critical spot. Very difficult for 2 cars to turn and you don't see well. Quite dangerous

Support in Full One

The consultation only appear to allow one contribution per resident when I would like to strongly support the 2 proposed for Barkston Gardens.

Support in Full Two

There are more and more bicycles and I fully endorse having safe places to leave them.

Support in Full Three

[No comment provided]

Support in Full Four

And the other one at the 22 is welcome

Support in Full Five

[No comment provided]

Support in Full Six

More cycles please

Appendix 4: Responses received for proposed cycle hangar in Bedford Gardens

Objection One

The site outside 95 Bedford Gardens is not an ideal site. Bedford Gardens resident car parking bays are used a great deal of the time and a reduction in a car parking space together with the 2 spaces nearby which are used for electric charging places more restrictions on the residents.

The junction with Campden Hill Road is often congested because of the narrowness of Campden Hill Road and the bell shaped bollard recently installed . This bollard also makes it difficult for cars turning left out of Bedford Gardens. The space identified for the hangar is not always filled for this reason and gives more space for the manoeuvres needed to be made by vehicles. A permanent hangar would not permit this and the congestion would increase.

Objection Two

There is not enough room for parking at this end of the street due to 2 reasons: (1) the large number of flats on Campden Hill Road on the corner of Bedford Gardens who park here and (2) all the increased traffic from Holland Park School particularly at pick up and drop off, as well as after school activities. I regularly am unable to find a parking spot close to my house. This is further not helped by the large space already allocated for bikes on Airlie Gardens W8, which is opposite.

Finally most of the tenants on the street live in houses with private property/ outside space sufficient to store their bikes securely.

Objection Three

This is a very busy/dangerous corner for pedestrians & drivers with heavy vehicles frequently turning onto Bedford Gardens. A permanent structure will not improve the situation. It's hard to understand who in Bedford Gardens would need this facility. We already have the cycle hire area on the opposite corner which with the frequent waste also left there is an eyesore. I don't recall any planning for these cycle hire areas which are frequently noisy at night.

Objection Four

A cycle hangar will not be useful in or around Bedford Gardens because all houses and nearly all flats in and around this street have a front garden area where bikes can be safely locked up and stored.

In Bedford Gardens a cycle hangar will use up some the very limited parking spaces.

Objection Five

1. Loss of valuable parking spaces.
2. Some parking spaces already taken up by electric charging facilities used by people from other streets.
3. All houses and flats on the street have front gardens or garages where bikes can be stored.

Objection Six

There is already considerable demand for the parking spaces up and down the street, with the proximity to two parks and multiple schools. Given most residents do not have parking bays, this would be punitive to residents like ourselves who depend on on-street parking to transport our family to/from school and other events. Thank you

Objection Seven

There is a huge lack of parking on the street (mostly due to 2 large blocks of flats) as it is.

Objection Eight

I read a compelling survey written by my neighbour at [redacted] And i agree with her that residents don't need it. And it wouldn't help visitors anyway. So it would be a waste of space.

Objection Nine [received on behalf of 28 households]

This response is submitted on behalf of 28 households (list with names and house numbers at the end) who object to the proposal to license a cycle hanger in Bedford Gardens outside Number 95.
The objection to loss of one space must be assessed in the context of currently available spaces, the number of households, and comparable neighbouring streets.

There are 95 properties including 3 blocks of flats. One block (The Mount at 76) has secure underground parking for its residents. Another block (77) has secure cycle provision inside its secure street access.

1. Many houses on both sides on the western half have off street parking with yellow lined access.

SOUTH SIDE BG

The total number of marked parking spaces available between No. 49 -95 is 13. The western end of the street, where the hangar is proposed, is short of street parking.

The total between No. 1- 95 is 38. (Only one house in this section has off street parking).

NORTH SIDE

The number available between 46 -76 is 14 spaces. (Most but not all houses have off street parking).
The total between 2 and 76 is 31. (No house between 2 – 46 has off street parking).

2. This takes no account of the multiple occupation of two large blocks without private parking.

3. A further constraint has been the installation of 5 electric vehicle charging points in street lamp posts. This further reduces the available bays for BG residents by five, as it is obvious they are used by residents from neighbouring streets.

4. An inspection of the five comparable streets listed below demonstrates this, together with the inadequacy of this provision nearby, with BG providing a disproportionate share of local EV charging facility.

Brunswick Gdns - 2

Palace Gardens Tce - 1

Sheffield Tce - 2

Hornton St top section - 0

Tor Gardens - 0

Campden Hill - 0

plus Vicarage Gate/Inverness

Tce/ Strathmore Gdns -0

5. The total number of cycle hangars in the above locations is 2.

6. Tor Gardens and Campden Hill are short wide streets where every residence has off street parking and ample space for a cycle hangar without affecting any resident.

Both streets are 5 minutes walk from 95 Bedford Gardens.

7. With loss of a further space (6 in total with EV charging posts) a street which has insufficient parking for its residents is the least suitable location for a cycle hangar.

8. Note the photos attached to this submission of Tor Gardens, Hornton St (top section) and Campden Hill taken at different times of day and evening.

Residents of Bedford Gardens who have provided written objections to the proposal are listed by name and house number below. Three houses are empty building sites.

In many cases two members of the household have objected but are recorded below as one address, giving an undercount of actual objections.

[redacted]

Objection Ten

Thank you for sending me details of the cycle hangars proposed in and near Bedford Gardens, w8 7EH I would like to object to the proposal for Bedford Gardens. This is a street of private houses, many requiring two parking spaces, so the ability to park one's car is of paramount importance. In addition, most residents could park their cycle in their hall. I would be very surprised if a majority of residents even owned a bicycle!

Support in Full One

I have been on the hanger waitlist for years. This hanger is perfectly located for me.

[Additional Comment]

Thank you for running the cycle hangers consultation process. Not straight forward and difficult I know.

I have completed the survey this morning, supporting the proposed hanger for Bedford Gardens. However, as a member of the Bedford Gardens WhatsApp Group I'm aware of a handful of loud voices who object to the cycle hanger and am concerned that a few loud voices will derail what I and possibly many others, who might not complete the survey, support.

I have lived at [redacted] Bedford Gardens for [redacted] years now. Right opposite the site you propose to install the hanger. I cycle daily and have had three bikes stolen in that period. All three were locked up in secure / locked places. I'm still angry that places supposedly secure are clearly not. Anyway ... I was excited to see the bike hanger project get going and applied immediately for a space at the closest one - Sheffield Terrace. I have been on that waiting list now for 3+ years and was told last week that I am No 5 on the wait-list.

I am unclear what the real basis of my neighbours objections might be. Most of them live in the middle of the street or down the other end near Church Street. The bike hanger would not be visible or affect them at all. Others, I know, do not even live on the street but own property here that they rent out.

Some are concerned about losing a parking space, I can attest that the parking spots opposite No 95 Bedford Gardens are really used. The spot you are considering for the hanger is immediately on the corner with Campden Hill Street so people do not like to park there for safety reasons. Also as the space is under the trees residents dislike the sap / leaves on their cars. Of course parking is a perennial issue in the middle or at the other end of the street, but not at the Campden Hill end.

I also suspect that nearly all the objections you might receive are from elderly people who do not cycle and most probably will never cycle. They do not have to live with the realities of cycling and storing bikes so objecting is easy. Simply put, they are not the beneficiaries of the scheme so object to any change.

I appreciate that consultations in this area are a tough task, I hope that somehow or other reason can prevail and that 5-10 loud voices in a neighbourhood with 500+ residents do not de-rail a positive initiative that has such long term consequences for the neighbours and broader community.

Support in Full Two

[No comment provided]

Support in Full Three

[No comment provided]

Support in Full Four

I would like a space! Please

Support in Full Five

[No comment provided]

Support in Full Six

[No comment provided]

Support in Full Seven

There are a number of blocks of flats on Bedford gardens, and some houses are also multi-dwellings, and I believe there is a genuine need for a cycle hangar. The position at the very end of the road means that it won't affect parking of the general residents. I am aware there is strong opposition against the cycle hangar from a core group of residents who all reside in large private homes, and who claim it unnecessary as they have 'private gardens to park their bikes'. I feel that those who do not, and who have bikes, and have had bikes stolen on numerous occasion would welcome a bike hangar. It is a question of need vs want.

Support in Full Eight

The future is cycling - we need more hangers.

Support in Full Nine

Well needed, all hangars in the area have long waiting list

Support in Full Ten

More secure cycle hangars are needed to enable safe storage of bikes belonging to many flat dwellers. There is evidence of many thefts of bikes secured to Sheffield Stands

Support in Full Eleven

Helping cyclists keep their bikes safe is a good local initiative - particularly in a street with so much theft. The multi residential buildings do not have many options - generally only ground floor occupants have ability to keep bikes while others chain them to lamp posts. I've seen a very expensive bike left chained to a lamp post and suspect it has since been stolen. Bedford Gardens experiences considerable theft on and apartment blocks are in no way exempt from people entering private spaces and stealing. There is ample parking on our street and some residents even have their own driveways. Motorcycles owned by residents are parked on the street as well. Some residents seem to have multiple cars which makes the parking more difficult and this is not necessarily from apartment blocks. I know in my block of 16 only one person owns a car. I support a bike hangar which I believe is much needed.

Support In Part One

The Campden Hill Road end of Bedford Gardens is narrower and more congested than the other, near Kensington Church Street, where Bedford Gardens opens up and there is more space to deal with the bicycles. It would be better to position the hanger there

Support In Part Two

I support the installation of a cycle hangar in Bedford Gardens, but at the Kensington Church Road end for the following reasons:
- there is already a hangar at the Campden Hill Rd end of Sheffield Terrace. It would make sense to position the one in Bedford Garden at the opposite end, close to KCR instead.

- here the hangar can be installed reducing a parking meter space, safeguarding already scarce residents boys.

Appendix 5: Responses received for proposed cycle hangar in Bevington Road (36)

Support in Full One

I fully support the proposed cycle hanger locations. There is clear and growing demand for secure cycle storage in the borough, with long waiting lists and many residents—particularly in high-density, multi-occupancy and social housing—lacking safe space to store bikes. Secure hangers make cycling a practical option for more people, supporting health, cleaner air and affordable travel during the cost-of-living crisis. They are a much more efficient use of street space than car parking, help reduce theft and street clutter, and align with local, London and national transport and climate goals. Expanding and making these facilities more affordable and inclusive, including for users of adapted and cargo bikes, will enable more residents to choose active, sustainable transport.

Appendix 6: Responses received for proposed cycle hangar in Bevington Road (13)

Support in Full One

I fully support the proposed cycle hanger locations. There is clear and growing demand for secure cycle storage in the borough, with long waiting lists and many residents—particularly in high-density, multi-occupancy and social housing—lacking safe space to store bikes. Secure hangers make cycling a practical option for more people, supporting health, cleaner air and affordable travel during the cost-of-living crisis. They are a much more efficient use of street space than car parking, help reduce theft and street clutter, and align with local, London and national transport and climate goals. Expanding and making these facilities more affordable and inclusive, including for users of adapted and cargo bikes, will enable more residents to choose active, sustainable transport.

Support in Full Two

Desperate for cycle hangar- the more the merrier!!

Appendix 7: Responses received for proposed cycle hangar in Burnaby Street

Support in Full One

[No comment provided]

Support in Full Two

[No comment provided]

Support in Full Three

These are desperately needed. Many people locally use electric hire bikes as they have no place to store a bike, and bikes kept outside are very likely to get stolen. I live around the corner from Burnaby Street, and know several people locally who would benefit.

Support in Full Four

Great idea as safe cycle storage is needed.

Support in Full Five

Can we have more secure parking for cargo and long tail bikes? Lots of people have these in the area and it is difficult to find place to park them, except to lampposts.

Support in Full Six

I have missed the consultation closing date but perhaps you have a pigeon hole for unsolicited comments generally.

I support the replacement of the occasional car parking space with a cycle hangar - this sends a good clear signal to car owners (including me) of the "direction of travel". Being "on road" storage puts bikes on par with cars and not made a junior mode of transport.

Another good spot would be at then end of hire eBike spaces to provide a barrier between falling dominoes of heavy eBikes onto parked cars. One such incident wrote off my previous car with £1,800 of damage because the eBikes are so heavy and more so when toppled in a domino line.

The cost at £72 a year does not compare well to cars - too high relatively.

On other policies ...

We should lose some parking spaces to trees to create parking bays rather than entire street length runs of parked cars. RBKC needs to lead the countryside lobby, since cities are ahead of farmland for biodiversity (unbelievably).

We need action on large cars - parking permit excess depending on size, not just CO2 - large cars have become endemic due to changes in car finance - some are commonly approaching transit van size.

Also, eScooters. I know the minister for transport is onto this but the UK is such a late outlier in regulation of eScooters - we have regulations for self-driving eHummer tanks so long before private eScooters, which can only be pandering to the US tech industry - eScooters are nearly pocket-sized and so take minimal parking space and less resources to make (rare earths and CO2). Speeding eBikes on shared pedestrian/cycle paths and careless on-pavement parking of eBikes are way more of a danger than an eScooter ever would be (and the parking breaches the councils duty to keep pavements clear). So RBKC should lobby for private eScooters. (As an aside my grandfather was knocked down in the 1990s by a child on a pushbike, broke his hip, bashed his head, and never really recovered - so I can't be accused on not considering the dangers of eScooters on the pavement - a balanced view is needed and long overdue.)

Final aside - on Gertrude Street north side there is one tree root which makes the pavement impassable for wheelchairs. Rather than cut down the tree, what is needed is a paved route around the tree, creating parking bays either side.

Appendix 8: Responses received for proposed cycle hangar in Cornwall Gardens (BW Squares)

Objection One

One box is enough and we need car park places for the visitors.

Objection Two

There are already 2 of them in this location and are unsightly.

Support in Full One

[No comment provided]

Support in Full Two

This would complement the existing provision at the next block towards Gloucester Road. I would not support a proposal for multiple hangars at sites with less ambient space.

Support in Full Three

I support BOTH cycle hangars in Cornwall Gardens; I would use either.

Support in Full Four

[No comment provided]

Support in Full Five

We need many more hangars.

Support in Full Six

Necessary and v v useful

Support in Full Seven

Yes, it would be fantastic to have more hangars in the area

Support in Full Eight

We really need more bike hangers!

Support in Full Nine

Lots of free parking, i am on the waiting list for a space since month but havent been allocated one

Support in Full Ten

This is a fantastic idea

Support in Full Eleven

I support and would like a space!

Support in Full Twelve

This is a good place for a modern cycle hangar away from listed buildings but still near cycling residents of Cornwall Gardens.

Support in Full Thirteen

[No comment provided]

Support in Full Fourteen

[No comment provided]

Support in Full Fifteen

[No comment provided]

Support in Full Sixteen

[No comment provided]

Support in Full Seventeen

[No comment provided]

Appendix 9: Responses received for proposed cycle hangar in Cornwall Gardens (BW 54 & 55)

Objection One

The Cornwall Gardens Residents' Association objects to the proposal to install a Cycle Hangar outside the gardens between 54 and 55 Cornwall Gardens. Not only is this an inappropriate site for such Hangar as being overlooked by residents, it would also create an unwelcome precedent in a conservation area populated by Grade II listed buildings.

We do not object to the proposal for an additional Cycle Hangar next to the existing one in Grenville Place as this does not significantly degrade the heritage and will assist in meeting demand.

We are also interested in seeking improvements in the design, appearance and entry system for hangars and would be happy to be consulted about these matters too, should the need arise.

Objection Two

Each hangar accommodates only six bicycles yet is being presented as the borough's response to cycle-parking demand for streets containing hundreds of households. This represents a token measure rather than meaningful infrastructure. The net effect is that one large and intrusive structure benefits a handful of users while permanently diminishing the visual and residential amenity of everyone else. A proper strategy would identify centralised, well-designed, and discreet facilities with sufficient capacity to make a difference.

Cycle hangars are bulky, industrial-looking steel units that sit incongruously in residential streets characterised by traditional façades and well-maintained frontages. Far from improving the local environment, they introduce visual clutter and harm the character of the streetscape, particularly when placed directly outside residential properties rather than at neutral locations such as street corners or alongside existing utility structures.

Positioning such a structure immediately outside a home materially affects residents' outlook, privacy, and quiet enjoyment. The repeated opening and closing of metal doors, often at night, produces noise and disturbance wholly at odds with the surrounding residential setting. The scheme appears ad hoc, with hangars dotted about the borough in response to individual requests rather than any coherent plan assessing overall demand, capacity, and the cumulative impact on streetscape quality. This piecemeal approach is inconsistent with good transport or urban design principles.

For these reasons, I strongly object to the proposed installation and urge the Council to reconsider both the siting and the wider concept of these hangars. Secure cycle storage is a valid goal, but it should not be achieved through ill-sited, visually intrusive units that serve a tiny minority while degrading the environment for all residents.

Objection Three

A modern cycle hangar will detract from the historic feel of this conservation area with listed buildings. There are more suitable places for example in the north south links within Cornwall Gardens or Grenville Place.

Objection Four

Too close to Garden House

Objection Five

I strongly object to these cycle hangars because I find them unsightly. Aesthetically their shape and metal structure do not fit well with the local architecture. Aesthetics are a key contributor to well-being. Degrading the beautiful harmony of Cornwall Gardens will not, in the end, improve the lives of community members.

I am however in favour of promoting and facilitating cycling. Hangars could be tolerated but first they should be of a better quality and design and second they should be located in less conspicuous areas. The one between the gardens is more acceptable. The one between No 54 and 55 would look terrible.

Support in Full One

[No comment provided]

Support in Full Two

[No comment provided]

Support in Full Three

I fully support the proposed cycle hanger locations. There is clear and growing demand for secure cycle storage in the borough, with long waiting lists and many residents—particularly in high-density, multi-occupancy and social housing—lacking safe space to store bikes. Secure hangers make cycling a practical option for more people, supporting health, cleaner air and affordable travel during the cost-of-living crisis. They are a much more efficient use of street space than car parking, help reduce theft and street clutter, and align with local, London and national transport and climate goals. Expanding and making these facilities more affordable and inclusive, including for users of adapted and cargo bikes, will enable more residents to choose active, sustainable transport.

Support in Full Four

There is 1 cycle hangar on Cornwall Gardens but it is full, I requested one for my bicycle but never received any answer. So one more unit would be great.

Support in Full Five

[No comment provided]

Support in Full Six

[No comment provided]

Support in Full Seven

The installation of new hangars would be very beneficial for me and my family. We are currently storing the bicycles at home and takes up a lot of space

Support in Full Eight

[No comment provided]

Support in Full Nine

[No comment provided]

Support in Full Ten

I support BOTH cycle hangars in Cornwall Gardens; I would use either.

Appendix 10: Responses received for proposed cycle hangar in Courtfield Gardens (21)

Objection One

This is taking away an already limited number of pay for parking bays in the area. We already have a very small amount of such pay for parking bays in the vicinity, please do not reduce them further.

Objection Two

They are unattractive and imply a feeling that we are in a high crime area. As a cyclist, I would prefer more on street places rather than a hangar. In other boroughs they are used to store cycles that are occasionally used to keep them out of the house.

Objection Three

I object installation of additional bike hangars in the Barkston Gardens/Courtfield Gardens area for the following reasons:

1. Pedestrian safety. The bike hangars narrow the road slightly shifting car drivers' attention to oncoming traffic. I have been almost run over several times when crossing the road on foot near existing bike hangars at 34 Courtfield Gardens and 23 Courtfield Gardens. While this is obviously drivers' fault when it happens, I object any alterations to the road that would make pedestrians crossing at intersections less noticeable to car drivers.
2. Lack of objective need to use public space and funds for cycle storage. The buildings in the area have ample underground sheds that were used for storing coal under the sidewalk; many are already converted to secure cycle storage areas, but many remain largely unused. I object to spending public resources on patching up the issue that should be resolved by interaction between freeholders and the residents and, perhaps, engagement of council with freeholders to encourage conversion of unused underground sheds to cycle storage areas.
3. Substandard visual appearance. The traditional construction in the area uses masonry and cast iron; the bike sheds that were installed so far are made from corrugated steel sheets and decidedly out-of-place in the area, substantially damaging the communal space appearance. Furthermore, the existing bike sheds aren't being maintained and many remain twisted after traffic collisions, making them look even more shabby.

Support in Full One

We need a lot more bike hangers in the area. I would put 4 or 5 new bike hangers there. The existing one are massively oversubscribed. I've been on the waiting list for years

Support in Full Two

[No comment provided]

Support in Full Three

[No comment provided]

Support in Full Four

I have applied for a space for many years in a hangar and I've never received the response. When one was open one day there were less than six cycle parked inside and one person owning a space said that there are probably vacant spaces in the hangar. I've had my bicycle stolen whilst parked on the street. Unless they are more hangars, I won't be able to continue cycling.

Support in Full Five

In general, there is a dearth of cycle hangars in the area and would very much welcome a new cycle hangar in my area.

Support in Full Six

[No comment provided]

Support In Part One

I think it should be for residents only.

No Opinion One

Is there a possibility to consider installing a cycle hangar at the intersection of Courtfield Road and Ashburn PI? There seems to be potential space available on Ashburn PI (near existing Lime bikes near Harrington Gardens), or on the intersection of Courtfield Road and Ashburn PI (on the side of Cheval Gloucester Park). Thank you.

Appendix 11: Responses received for proposed cycle hangar in Courtfield Gardens (24)

Objection One

I object installation of additional bike hangars in the Barkston Gardens/Courtfield Gardens area for the following reasons:

1. Pedestrian safety. The bike hangars narrow the road slightly shifting car drivers' attention to oncoming traffic. I have been almost run over several times when crossing the road on foot near existing bike hangars at 34 Courtfield Gardens and 23 Courtfield Gardens. While this is obviously drivers' fault when it happens, I object any alterations to the road that would make pedestrians crossing at intersections less noticeable to car drivers.
2. Lack of objective need to use public space and funds for cycle storage. The buildings in the area have ample underground sheds that were used for storing coal under the sidewalk; many are already converted to secure cycle storage areas, but many remain largely unused. I object to spending public resources on patching up the issue that should be resolved by interaction between freeholders and the residents and, perhaps, engagement of council with freeholders to encourage conversion of unused underground sheds to cycle storage areas.
3. Substandard visual appearance. The traditional construction in the area uses masonry and cast iron; the bike sheds that were installed so far are made from corrugated steel sheets and decidedly out-of-place in the area, substantially damaging the communal space appearance. Furthermore, the existing bike sheds aren't being maintained and many remain twisted after traffic collisions, making them look even more shabby.

Support in Full One

We need a lot more bike hangers in the area. I would put 4 or 5 new bike hangers there. The existing one are massively oversubscribed. I've been on the waiting list for years

Support in Full Two

[No comment provided]

Support in Full Three

[No comment provided]

Support in Full Four

It is a major hassle to bring our bikes down from a flat (in my case, flat [redacted]). Having a safe alternative would encourage people to cycle regularly, as the whole process would become far simpler.

Support in Full Five
No comment provided]

Appendix 12: Responses received for proposed cycle hangar in Edge Street

Objection One

not enough parking space for residents.

Objection Two

We don't need another ugly box on the street

Support in Full One

Support this hangar and also would like to see a hangar installed on my street.

Support in Full Two

We need more hangars please! I have been waiting for one for a while. Thank you.

Support in Full Three

Very useful- it's a street that needs space because of Fox School

Support in Full Four

Well needed, all hangars in the area have a very long waiting list

Support in Full Five

[No comment provided]

Appendix 13: Responses received for proposed cycle hangar in Fawcett Street

Objection One

There is a motorbike stand there already . It's nonsense putting a horrific bike hanger which makes the place look messy. It's bad enough with the lime bike bays. It looks awful they are ugly and looks like they belong on a council estate

Objection Two

I think it's absolutely disgusting that you're proposing to put a hangar on the end of Fawcett Street and take out yet another resident Bay. I live one street over you've already taken out a bay and a half to put in a revenue generating electric bike stand, ensuring that is even more difficult to find a space to park anywhere near my house. More than 50% of the time I'm unable to park in my street and when the Chelsea matches happen, I'm unable to park within 3/4 of a kilometre of my house. To propose to take out yet another parking bay is absolutely astounding. The electric parking bay at the end of my street is completely mismanaged many times I come home and can't even walk on the pavement because people have abandoned their bikes all over the place. I suggest you sort this out before proposing to put in yet another bike place.

Objection Three

There is not enough space to park our cars, RBKC already took one parking space and painted yellow line
The street is narrow but quite busy as there is a school and parents taking parking spaces.

Support in Full One

My husband, my son and I use bicycles to commute to work and school. We would propose Cathcart Road as another relevant site.

Support in Full Two

None close by - prefer it to be closer to Hollywood road.

Support in Full Three

This would be great as there had been some theft around! I would really love to have a place.

Support in Full Four

Oakfield or Fawcett

Support In Part One

Resident parking bays have already been substantially reduced due to suspensions on Hollywood Road for restaurants. While seasonal, the impact on parking has been significant.

Appendix 14: Responses received for proposed cycle hangar in Ladbroke Grove

Objection One

Objection to the proposed installation of a bicycle hangar outside 77 Ladbroke Grove

Whilst any initiative to promote air quality, environmental sustainability, and both physical and social mobility is to be, in principle, encouraged, the installation of a bicycle hangar outside the residential property at 77 Ladbroke Grove is objected to for the following reasons:

Noise resulting from use

The installation of a cycle hangar directly in front of 77 Ladbroke Grove would inevitably generate a persistent level of noise disturbance, both during the day and at night. The regular opening and closing of the hangar doors, the movement and locking of bicycles, and the associated conversations of users at all hours would create an ongoing nuisance for residents whose windows are in immediate proximity. This area is otherwise quiet and residential in nature, and such intermittent but recurring noise—particularly during early mornings and late evenings—would have a materially negative impact on the peaceful enjoyment of our homes.

Loss of privacy

The installation of the bicycle hangar will attract further visitors to that corner of Ladbroke Grove where it is intended to be installed, thereby reducing the privacy of those living in the immediately adjacent buildings.

Visual amenity

Further, the design and materials used in constructing Kensington and Chelsea bicycle hangars render them ugly in appearance and cumbersome in use. Accordingly, they are not appropriate to be installed directly outside residential dwellings, nor should residents of the immediately adjacent buildings have to look out on them.

Effect on conservation area

In addition, 77 Ladbroke Grove is situated within the Ladbroke Conservation Area, as designated by the Royal Borough of Kensington and Chelsea. This conservation area seeks to preserve the distinctive architectural character and visual harmony of the Ladbroke Estate. The proposed installation of a modern, utilitarian cycle hangar would detract from the historic streetscape and diminish the special architectural and aesthetic interest that the conservation designation aims to protect.

Disturbance resulting from use

The planning authority will note that, based on the experiences of Kensington and Chelsea residents, bicycle hangars invariably and inadvertently create a location where illegal dumping occurs. The perpetrators are usually certain residents with household waste but also fly-tippers illegally dumping commercial waste, obsolete white goods, etc.

There are a number of sites in Kensington and Chelsea where this is happening next to bicycle hangars, thereby creating a disturbance and unsightly nuisance for residents.

Parking pressure and personal safety

Residents are already struggling with the limited parking availability on this part of Ladbroke Grove. The recent addition of two disabled parking bays has further reduced the number of spaces available, forcing many of us to park in neighbouring streets that are poorly lit and less secure. As a woman, I feel unsafe having to walk long distances back to my home late at night through dimly lit areas, and this situation would be exacerbated if yet more space is taken away for a cycle hangar. In addition, the pavement outside 77 Ladbroke Grove is already narrow, and the proposed installation would further restrict pedestrian movement, creating both a practical and safety concern for residents and passers-by.

Conclusion

For all of the above reasons, the proposed installation of a bicycle hangar in front of 77 Ladbroke Grove would have a detrimental impact on residential amenity, personal safety, visual appearance, and the character of the conservation area. We therefore respectfully urge the Council to reconsider this proposal and identify a more suitable, non-residential location for the installation.

Support in Full One

we need way more bike parking in this neighborhood. this is a small start but better than nothing.

Support in Full Two

[No comment provided]

Support in Full Three

[No comment provided]

Support in Full Four

I fully support the proposed cycle hanger locations. There is clear and growing demand for secure cycle storage in the borough, with long waiting lists and many residents—particularly in high-density, multi-occupancy and social housing—lacking safe space to store bikes. Secure hangers make cycling a practical option for more people, supporting health, cleaner air and affordable travel during the cost-of-living crisis. They are a much more efficient use of street space than car parking, help reduce theft and street clutter, and align with local, London and national transport and climate goals. Expanding and making these facilities more affordable and inclusive, including for users of adapted and cargo bikes, will enable more residents to choose active, sustainable transport.

Support in Full Five

I would rent a spot for this yesterday. I've been waiting 3 damn years for a cycle hangar space! Anyone who doesn't want more bike storage here is a NIMBY

Support in Full Six

Great! We need much more secure parking in the borough

Support in Full Seven

I already applied for a cycle hangar space but still waiting for the council to confirm or not the space for my bicycle. Yes, I am interested in a space for my bicycle, thank you.

Support in Full Eight

[No comment provided]

Support in Full Nine

[No comment provided]

Appendix 15: Responses received for proposed cycle hangar in Lansdowne Road

Objection One

Vehicle parking on Lansdowne Road is in very short supply both during the day and during the night. It seems very unfair to reduce the available parking bays for residents. Also, to have a hangar directly outside houses...The other proposed site at 77 Ladbroke Grove is very close to Lansdowne Road. It seems unnecessary to have two bays so close to each other. Ladbroke Grove is a more obvious location for a cycle hangar as it is a wider street, and there are fewer houses on the roadside. Also parking for vehicles is easier on Ladbroke Grove.

Objection Two

Most importantly, the downhill speed at which cars come down Ladbroke Grove and turn the corner into Lansdowne Road is a road / pedestrian / cyclist accident black spot

- There is a proposal for another hangar nearby at 77 Ladbroke Grove
- Very ugly and not in keeping with the conservation area aesthetics
- Directly in line of site with windows and terraces (privacy)
- increased gathering and noise disturbance
- decreases the already in high demand number of residents' parking bays

Objection Three

Residents car parking has been progressively reduced in Arundel Gardens, for example the electric bicycle area introduced last year, as well as previous changes, including a bike hangar. Within 200 yards, there has also been a very significant increase in space taken over by restaurants in Kensington Park road between Elgin Crescent and Blenheim Crescent areas, as well as those streets east of KPR, and now the pedestrianisation of that section.

The natural result is to push car owners to park in surrounding areas, such that it has become difficult to park in or around Arundel Gardens. My own attempts to park often yield no spaces in many of the surrounding streets after about 6pm.

I suggest that a bike hangar be considered further down Lansdowne road rather than incrementally increasing the pressure on residents parking in the immediate vicinity of an area that has already become difficult.

Objection Four

There is a shortage of parking spaces on this road particularly outside 108 /106/104 Lansdowne as these buildings are flats. There is no need for this cycle storage at this end of the road

Objection Five

The council installed a speed indicator in Ladbroke Grove by Lansdowne Road because it is well known that traffic travels very fast past the junction where Ladbroke Grove connects with Lansdowne Road. The council is well aware of this as they have installed a speed monitor (but sadly no camera), and the police will be aware as there was a pedestrian fatality earlier this year and many accidents. This is also because there is very poor visibility if you are pulling from Lansdowne Road to go up Ladbroke Grove. To knowingly encourage more cyclists to use this turning given what the council knows about visibility and vehicle speeds would be at best irresponsible.

Objection Six

I DO NOT SUPPORT the installation of a cycle hangar outside 108 Lansdowne Road:

- Cars already head north downhill along Ladbroke Grove at high speeds and the left-hand turn into Lansdowne Road is already a traffic hazard. Having cycles stopping on the road or mounting the curb to store bicycles in a hangar is a road/human accident waiting to happen.
- The proposed site overlooks existing windows, basement patios and balconies at 108 Lansdowne Road and will be a noise and privacy nuisance due to increase human congregation
- The access to the proposed hangar will cause undue congestion on the footpath at the corner of Lansdowne Road and Ladbroke Grove which already has heavy pedestrian traffic from people crossing Ladbroke Grove at the 108 Lansdowne Road corner junction
- The hangar is ugly and is not in keeping with conservation area aesthetics

Objection Seven

Cars already head north downhill along Ladbroke Grove from Lansdowne Road at high speeds and the left-hand turn into Lansdowne Road is already a traffic hazard. Having cycles stopping on the road or mounting the curb to store bicycles in a hangar is a road/human accident waiting to happen.

- The proposed site overlooks existing windows, basement patios and balconies at 108 Lansdowne Road and will be a noise and privacy nuisance due to increase human congregation
- The access to the proposed hangar will cause undue congestion on the footpath at the corner of Lansdowne Road and Ladbroke Grove which already has heavy pedestrian traffic from people crossing Ladbroke Grove at the 108 Lansdowne Road corner junction

- The hangar will take up residents parking spaces which are already in short supply on Lansdowne Road

- The hangar is ugly and is not in keeping with conservation area aesthetics

Objection Eight

My landlord is not happy with this

Objection Nine

There were earlier consultations for e-bikes to be installed here and the same problems exist for a bicycle hangar at this junction. By the time cyclists get to this point of the downward hill of Ladbroke Grove they are at high speed. As well as the vehicles which also pick up speed. To place any object that would block the view of those coming down the hill, of any cyclists collecting their bikes and setting off, is madness. There is also the problem for cyclists slowing down at this junction to turn into Lansdowne Road and park their bikes. The road is not wide enough and is also busy enough as it is, particularly at school time, with a lot of pedestrians crossing here. It couldn't be more dangerous. As I live here i am also well aware of the security issues around creating a dark spot in this corner. It remains a particularly bad spot for traffic changes.

Support in Full One

[No comment provided]

Support in Full Two

[No comment provided]

Support in Full Three

[No comment provided]

Support in Full Four

I fully support the proposed cycle hanger locations. There is clear and growing demand for secure cycle storage in the borough, with long waiting lists and many residents—particularly in high-density, multi-occupancy and social housing—lacking safe space to store bikes. Secure hangers make cycling a practical option for more people, supporting health, cleaner air and affordable travel during the cost-of-living crisis. They are a much more efficient use of street space than car parking, help reduce theft and street clutter, and align with local, London and national transport and climate goals. Expanding and making these facilities more affordable and inclusive, including for users of adapted and cargo bikes, will enable more residents to choose active, sustainable transport.

Support in Full Five

[No comment provided]

Support in Full Six

To encourage more people to use and keep bikes. Storage is frequently a barrier.

Support in Full Seven

[No comment provided]

Support in Full Eight

This area is currently underserved by cycling hangars and supply does not meet demand. I would be interested in 2 spots for my household should the plans be approved.

Support in Full Nine

Much needed for me and family
Thank you

Appendix 16: Responses received for proposed cycle hangar in Limerston Street (1-6)

Objection One

We have lost more than 4 car spaces with the bike hire and all the additional lime bikes that litter our parking spaces. All the Sandhills have bike spaces and no one who lives at the top of Limerstone Street needs a cycle hanger.

Support In Part One

Overall I am supportive of the idea of bike hangars. However, since the provision of bike for hire parking outside my building I have had daily issues with illegally parked bikes on the double yellow lines by the dropped curb enabling access to the garage, on the footway or in the parking bays. The incidence of anti-social behaviour including littering and noise, particularly at weekends, has increased markedly.

May I respectfully suggest the opportunity is taken to relocate these bays, including the bike hangar, to the street opposite outside 359-361 Fulham Road, and if necessary moving the car hire bay to the proposed location, or outside Two Limerston Street?

This would have the added advantage of reducing illegal parking in that area. The bikes would be located away from the bedrooms of Two Limerston Street, outside a commercial premises where the issues of noise in the early hours, and the dumping of rubbish in the front light wells, would be eradicated.

Two Limerston Street has basement provision for bike parking for residents.

Appendix 17: Responses received for proposed cycle hangar in Limerston Street (60)

Objection One

Space limited as is and the proposed location would possibly create a safety hazard for the pedestrians as well as the cyclists.

Objection Two

The houses around no 60 Limerston street are mainly single resident town houses that have enough space on their own property to accommodate cycles if needed. We are already struggle for resident parking spaces at some peak times and having this take away any extra parking spaces would not make sense

Support in Full One

Very happy to support this initiative which should help incentivise more cycle use.

Support in Full Two

Had a bicycle stolen. Keen to see a cycle hangar installed. My children and I would all use bicycles more regularly if we had a place to stall our bicycles nearby.

Support in Full Three

[No comment provided]

Support in Full Four

[No comment provided]

Appendix 18: Responses received for proposed cycle hangar in Linden Gardens

Support in Full One

I live in a basement flat and I store my bicycle at home to protect against theft. It is difficult to manoeuvre my bike through the narrow hallways in my flat, and more so when moving it up or down the stairs. Hence I whole heartedly support the installation of a cycle hangar.

Support in Full Two

I strongly support the cycling hangar and would very happily pay the proposed fee. There is significant parking available in Linden Gardens so I do not see any issue with using some parking space.

Support in Full Three

[No comment provided]

Support in Full Four

I believe that this would be a beneficial option for the residents and the community. I am very much for this proposal and believe very strongly it should go ahead.

Support in Full Five

In the strongest terms possible I support this hangar. There should be more hangars than one in this road, in particular near to the Limes, where there is consistently free parking spaces and under-utilisation of existing CPZ spaces. I am soon to be a resident of [redacted] Linden and would greatly appreciate the opportunity to park my bike. On a similar note, more E-cycle hire bay space should be allocated at the entrance to Linden. Thanks!

Support in Full Six

[No comment provided]

Support in Full Seven

I support. I have made the same request as well.

I would like to request a spot in the hangar.

Support in Full Eight

Had my bike stolen in front of [redacted] linden garden , hope this will be safe

Support in Full Nine

[No comment provided]

Support in Full Ten

Look Ahead manages a block of housing at 33-35 Linden Gardens. We do not have the space on site to build a bike rack but many of the residents there have asked for a ground floor space where their bike can be safely stored. A bike hangar would be an excellent solution to this problem and would encourage more of our residents to cycle . I would definitely promote the hangar to our residents if one is installed. So I am 100% in favour of this proposal and I feel that it is a much needed resource.

Support in Full Eleven

[No comment provided]

Support in Full Twelve

[No comment provided]

Support in Full Thirteen

In my house we have had two bikes stolen from the hallway in the last couple of months so I would love a more secure place for our bicycle storage

Support in Full Fourteen

Its important to encourage all cyclists and those who reside in apartments are often unable to own thier own due to a lack of space, especially in common areas.

Support in Full Fifteen

Fantastic scheme - please keep doing this! I have noticed how much safer and welcoming the local streets are for cyclists and I very much support work that continues in this direction.

Support In Part One

The cycle hanger on clan Ricard Gardens is only at best a third full. I would like access but I've been told that I am on a waitlist and it has now been a month. I regularly see this opened and many spaces are available.

Appendix 19: Responses received for proposed cycle hangar in Oakfield Street

Objection One

We already have too many bikes for hire stations that spill onto residents parking. We don't need any bike stands taking up Residents parking spots

Objection Two

It is already very difficult for residents (i.e. voters) to park in Oakfield Street. The proposed removal of a further residents' parking bay will make the situation worse, not better. I therefore strongly oppose the creation of a cycle hangar, which is not needed at this location. I also object on aesthetic grounds. Cycle hangars are suitable for busy, main roads where they are less noticeable. Oakfield Street is a very small, quiet residential street. The cycle hangar would stick out like a sore thumb.

Objection Three

Once again, Oakfield Street is NOT a suitable street for a cycle hangar (or indeed for a Lime bike hire station, as was proposed before) as it is two-way, narrow, and faces an entrance to a primary school so is very, very busy during term time. There has been a HUGE amount of disruption in Fawcett Street and Oakfield Street recently - endless roadworks in Hollywood Road etc - and we'd all quite like to be left alone for a bit. We live in a small, narrow street where parking is at a premium anyway, and people can leave their bikes outside, as I did for years.

Objection Four

This crossing is extremely busy already due to the primary school pick up and drop off and this will only add more chaos and aggravation. Please don't do it

Objection Five

Oakfield Street is too short to accommodate this structure, it is already very busy and another valuable resident parking bay will be lost in an area where resident parking has already been severely reduced due to the pedestrianisation of Hollywood Road (which I congratulate RBKC for doing) where I voted in favour.

I wish you well with your cycle scheme but ask you not to use Oakfield on this occasion,

Objection Six

Dear RBKC Transport team,

As resident of Oakfield street, we strongly oppose the installation of a new cycle hangar on Oakfield street.

All the residents of Oakfield street we spoke to also strongly oppose this installation for several very objective reasons.

Oakfield street is one of the shortest and narrowest street of the area - the permanent installation of a hangar would badly damage the typical charming style of the street.

As it would take a hugely disproportionate part of the parking space of this very short and narrow street, it would also reduce the ability of the street residents to park near their home, which would be very harmful for some of them who have medical conditions.

A permanent hangar would also create additional work for the cleaning teams. Residents from nearby areas walk their dogs on Oakfield street. Some of them have unacceptable uncivic behavior and don't pick up after their dogs. The hangar would attract the dogs and become very quickly verydirty.

Most importantly, we have two schools in the area, one prep and one nursery.

The prep school is right in front of the location chosen for the hangar.... It would be very dangerous and not convenient at all for the school runs as it's already chaotic in the mornings and afternoons in those very narrow streets (Fawcett street and Oakfield street).

Support in Full One

[No comment provided]

Support in Full Two

Oakfield or Fawcett

Support in Full Three

it is a pity it has to take up a parking space , given there is so little room to park anyway in this short street, but I still do champion the idea of erecting a cycle hangar in Oakfield because it encourages cycling and I so feel London should be turning itself into a more proactively cycling city every way it can, for the sake of air purity and its citizens health.

Support in Full Four

Have seen hangars elsewhere and glad to see the plan to install them in Chelsea.

Support in Full Five

[No comment provided]

Support in Full Six

[No comment provided]

No Opinion One

Too much traffic and chaos with school neearby already

Appendix 20: Responses received for proposed cycle hangar in Onslow Gardens

Objection One

Not enough people own bicycles to warrant such an ugly permanent structure

Objection Two

already not enough spaces to park cars. Cyclists are everywhere, not following the rules (eg on pavements, wrong-way, not stopping at red lights...) and they can already keep their bikes at home.

Support in Full One

We need a lot more bike hangers in the area. I would put 4 or 5 new bike hangers there. The existing one are massively oversubscribed. I've been on the waiting list for years

Support in Full Two

[No comment provided]

Support in Full Three

It would be a great addition so I can store my bike there.

Support in Full Four

[No comment provided]

Support in Full Five

Yes, absolutely support this installation. I recommend installation of 2 or 3 adjacent hangars in this location as I expect demand for spaces to be quite high, and we should be encouraging biking rather than car traffic in the borough.

Support in Full Six

More bike hangars is a great idea. I think the main improvements needed would be management of the bike hangar system and prioritising ppl in their area and those in small flats with no other storage options

Support In Full Seven

I refer to your above reference consultation letter.

I am a strong proponent of cycling in RBKC, which is probably the most economical, environmentally friendly, and efficient mode of transport available to residents of RBKC. Regretfully, the risk of bike theft is a strong deterrent, and over the past years I had 3 bicycles stolen whilst parked in the Borough.

Please accept my response also as an application for one space in the proposed hangar in Courtfield, Onslow Gardens, Opposite no. 34/flank of 25 Onslow Gardens, should it be installed.

Appendix 21: Responses received for proposed cycle hangar in Powis Terrace

Support in Full One

[No comment provided]

Support in Full Two

In theory this would be good for me but I would have to be assured that they are secure. I have a very valuable ebike.

Support in Full Three

Hi there, I live on Powis terrace and will be in the area for the next [redacted] years (and hopefully longer). I would love to avail of a space for my new bike!
Thank you

Support in Full Four

I am [redacted] & have a electric bike.I live on [redacted] floor & getting the bike up & down stairs is difficult Powis terrace is around the corner from me & would be convenient .Thank you.

Support in Full Five

need to secure my bike
currently proposed space is cluttered with lines and often fall over

Support In Part One

If you are planning on installing the Cycle Hangar next to the current Lime Bike bay then HELL NO!
If you are planning on reducing ANOTHER residential bay then HELL NO!

IF you REMOVE the current Lime Bikes parking outside 120 Talbot Road on Powis Terrace and REPLACE it with the Cycle Hangar then we are for it!

The current Lime Bikes are ALWAYS overloaded. The bikes always overflow into the residential bays (which we pay A-LOT of money for). There is no bar to separate the Lime bikes and the resident bays. Us residents have had our cars damaged by these bikes. The road gets so overloaded with bikes that customers leave them on the pavement. Pedestrians have to cross the road, but cannot if they are in a wheelchair. The Lime bikes also overflow to the drop curb making it impossible for wheelchair users, the elderly and other disabled people. The Lime bikes are a nuisance. Please REMOVE them. Yes INSTALL the Cycle Hangar.

Due to the the x2 NEW restaurants, 'Dorian' and 'Eel Sushi Bar' it is extremely difficult to find parking. It was bad enough before with 'The Ledbury' and 'The Tabernacle'.

With the money we pay for parking, it would be nice to have adequate spaces to park.

No Opinion One

Powis Terrace:

This is a short road with limited parking spaces available for residents. There is already a known issue of motorcycles encroaching on residents' parking areas, as well as free-standing or unsecured hire bikes frequently falling over and causing damage to vehicles.

RBKC's priority should be to clearly mark individual parking bays, as cars are often parked bumper-to-bumper, leaving little room for safe access /exit.

Note that Powis Terrace already provides the following designated spaces:-

1. Solo motorcycles only
2. Cycle hire only
- 3 Pay to park /metered parking

Appendix 22: Responses received for proposed cycle hangar in Priory Walk

Support in Full One

This would be very positive. I would love to use my boke more, but it's a hassle bringing it up and down from the basement of our building.

Support in Full Two

[No comment provided]

Support in Full Three

I would be very interested in renting one of these

Appendix 23: Responses received for proposed cycle hangar in Roland Gardens

Objection One

This specific location must be avoided at all cost. This segment of the road at the corner of Drayton Gardens and Roland Gardens is very busy with cars constantly going through Roland Gardens to avoid the Drayton Gardens large vehicle deterrent poles at each end of Drayton Gardens. We cannot afford to use up some of the residents parking and/or free space for a cycle hangar. It must be instead installed on Evelyn Gardens just up the street, where a community of Imperial students live year in year out, and where bicycles are constantly in use, parked, and where non-student residents will appreciate the ability to store their own bicycles safely -- including myself. Thank you for your consideration.

Objection Two

This road seems to be a dumping ground for traffic and bikes and has become much more dangerous since the lime bike station was placed at the junction with Brompton Road. Having another large and obstructive bike storage point on the road will further disrupt traffic flows - for bikes, cars and pedestrians - causing further danger. There is also no obvious need for a bike storage facility on this road. There are a few student bikes - not in significant numbers - on Evelyn Gardens, but these student buildings are soon to be closed as Imperial moves out. There is no obvious need for bike storage facilities for the residents of Roland Gardens or adjacent roads making this a very questionable use of council resources.

Support in Full One

I've been waiting for this for years . Superb location . i cycle everywhere and this is a must have place to store cycle.

Appendix 24: Responses received for proposed cycle hangar in St Luke's Road

Support in Full One

[No comment provided]

Support in Full Two

[No comment provided]

Support in Full Three

My son would greatly benefit for this scheme as he can travel to college and save on travel.

Appendix 25: Responses received for proposed cycle hangar in Templeton Place

Objection One

I do not think these cycle hangars are a good idea. There is only a limited amount available so only benefit a few people. They seem very expensive so will exclude the average working person. In addition they only provide one secure location to park your bike. What we need are more rings on lampposts and cycle racks that people can chain their bikes, not only by where they live, but also throughout all the borough. It is interesting to note that the cost of the hangars is more than the basic resident car parking permit, where, with that excellent scheme, you can park all over the borough.

Support in Full One

I've been asking for a long time. The waiting list is ridiculously long, there is huge demand for it. Also, I've had two bikes stolen in the area. We need more bike hangars!

Support in Full Two

I actually proposed this spot myself through a local association. It is closer to my place than the existing space I am renting at the cycle hangar at NEVERN Square and I would free up that spot to a better located user. We should have them at every other corner. My bicycle has been vandalized a couple of times when left even temporarily in the parking bays near my place so it would be very welcome. Fyi I commute with my bicycle at least 3 times a week to the city.

Appendix 26: Unallocated supportive comments.

Support in Full One

I do not ride a bike in Stanhope Mews East but approve the proposals in your letter of 9 Oct.

Support in Full Two

Thank you seems very sensible