

# Cycle Hangar Consultations September/October 2023

## 1 Background

- 1.1 The Royal Borough's Local Implementation Plan for the Mayor of London's Transport Strategy was adopted as Council policy in 2019. It commits to, "identify demand for, and install, on-footway, in-carriageway and off-street cycle parking, including secure cycle hangars at key trip generators, streets and on housing estates".
- 1.2 Since that time, officers have used requests from the community to inform where there is likely to be demand for bike hangars. Using this data, the Council recently carried out non-statutory consultation on locations for 10 new cycle hangars. We received 113 responses in total. This report considers the responses received and the decisions made by the Director of Transport and Regulatory Services on how to proceed.

## 2 Consultation Responses

- 2.1 From 4 September to 15 October 2023, the Council undertook consultation on introducing 10 new cycle hangars at nine locations in the borough. A total of 3,266 households near the proposals received letters sign-posting them to the consultation and the consultation was available on the Council's consultation and engagement hub. Local ward councillors, residents' associations and community groups were made aware of the consultations by email.
- 2.2 In total, 113 responses were received. Table 1 summarises the responses received and the decision on how to proceed. At each location one cycle hangar was proposed, with the exception of Earl's Court Square (junction with Earl's Court Road) which proposed two units.

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

Proposal	No. Objections	No. Support in Part	No. Support in Full	No opinion	Decision
Bolton Gardens	4	1	13	-	Proceed
Earls Court Square (jcn w/ Earl's Court Road (2 units))	5	2	15	-	Proceed
Earls Court Square (jcn w/ Warwick Road)	4	-	8	-	Proceed
Egerton Terrace	2	-	4	-	Do not proceed
Ladbroke Grove	-	-	3	-	Proceed
Powis Square	5	1	11	-	Proceed
Princedale Road	1	2	10	-	Proceed
Stanley Gardens	9	1	6	-	Do not proceed
Whiteheads Grove	2	-	3	1	Do not proceed
	<b>32</b>	<b>7</b>	<b>73</b>	<b>1</b>	

### 3 Consideration of Objections

- 3.1 Appendices 1 – 9 list the responses received to each location in full. Appendix 10 provides comments received from ward Councillors in response to the draft version of this report. Table 2 below illustrates the main themes of the objections or 'support in-part' responses received.

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

Scheme	Loss of parking space	Use an alternative location	Anti-social behaviour	Visually intrusive	Not required	Risk to traffic/pedestrians	Cyclists are abusive	Other
Bolton Gardens	2	-	-	2	-	2	1	-
Earls Court Square (jcn w/ Earl's Court Road (2 units))	3	-	1	2	2	-	1	2

Earls Court Square (jcn w/ Warwick Road)	2	-	1	3	2	-	1	1
Egerton Terrace	1	-	-	1	2	-	-	-
Ladbroke Grove	-	-	-	-	-	-	-	-
Powis Square	3	1	3	1	1	2	-	4
Princedale Road	2	-	1	-	1	-	-	2
Stanley Gardens	8	11	5	7	5	4	-	17
Whitehead's Grove	2	-	-	1	2	-	-	-
<b>TOTAL</b>	<b>23</b>	<b>12</b>	<b>11</b>	<b>17</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>26</b>

- 3.2 Officer responses to the issues raised are detailed below. Note that out of scope comments, such as concerns regarding rental e-bikes, police availability or the cost of Chelsea Green improvements, have not been responded to as part of this consultation.

#### **Loss of parking space**

- 3.3 Some respondents were concerned at the loss of residents' car parking space to accommodate a cycle hangar and/or believed the hangar offers poor use of space. Some respondents to the Powis Square proposal commented that parking is particularly needed by visitors to the Tabernacle, and three objectors to the Earl's Court Square (junction with Earl's Court Road) proposal said that they would not want to lose a pay-by-phone bay as this is required for visitors, including tradesmen.

#### Officer Response

A cycle hangar occupies three metres of parking bay and accommodates six bicycles. This compares with five metres for a typical car parking bay. At all locations in Table 1, there are more resident parking bays available, but no other cycle hangars (with the exception of Ladbroke Grove, but this proposal utilises footway). This lack of provision for residents' cycles lessens the likelihood of residents purchasing and using a bicycle. This outcome is contrary to the "Greener" commitment in the Council Plan, namely to, "continue to improve air quality in Kensington and Chelsea by encouraging electric cars, walking, and cycling, and use of public transport."

As the three metres of space proposed in Powis Square is residents' parking, only residents – albeit from across the borough – could have used this parking space previously i.e. non-resident visitors to the Tabernacle could not use it. In any case, as stated above, there are significantly more residents' parking bays available than there would be cycle hangars available if this unit were installed in Powis Square.

The use of the pay-by-phone bay for two cycle hangar units under the Earl's Court Square (junction with Earl's Court Road) proposal was requested by the Earl's Court Square Residents' Association as the Association believed residents would rather convert a pay-by-phone bay than a further residents' parking bay. The Earl's Court Square (junction with Warwick Road) proposal utilises residents' parking and has drawn objections. Therefore it is likely that converting resident parking for the two units proposed at the Earl's Court Road end of the Square would also have drawn objections.

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

3.4 Some respondents suggested alternative locations, with one respondent to the Powis Square proposal suggesting cyclists use the railings opposite St John's Church between Powis Square and Colville Square. The Stanley Gardens proposal received many suggestions of alternative locations, including:

- The southern section of Stanley Gardens, at the intersection with Stanley Crescent
- The north or south junctions with Kensington Park Road and Stanley Gardens (with one respondent particularly suggesting by the post box on the northern side)
- Anywhere else on Kensington Park Road
- The motorcycle bay in Stanley Crescent (south)

### **Officer Response**

With regard to the Powis Square objection, officers believe the respondent means All Saint's Notting Hill Church, as St John's Church is a considerable distance away on Ladbroke Grove. Even should the church be open to cycles being locked to their railings, this would cause obstruction of the footway – and does not offer the level of security a cycle hangar does.

Officers propose cycle hangars in response to requests from nearby residents. Aside from remote parking being a disincentive to cycle – in the same way car drivers like to be able to park near their homes - it would be unfair for residents of another street to lose an amenity (parking bay) in order to protect that of another. Officers would not therefore propose a unit in Kensington Park Road or Stanley Crescent when the requests for a cycle hangar came from residents of Stanley Gardens. The majority of these requests came from residents residing at 7 Stanley Gardens or adjacent properties. In view of this, officers proposed the hangar where it was most likely to be easily accessible to those that wanted to use it – as well as being least visibly intrusive to those that do not. Stanley Gardens has no suitable kerbside space that is not overlooked by resident windows – including the north or south junctions with Kensington Park Road (where a post box would also prevent opening of the hangar on the northern side).

The motorcycle bay in Stanley Crescent is too far from the requests for a hangar (as above) but also would be unsuitable for a cycle hangar as the footway is

too narrow for users to open the door and place their bicycles into the hangar. Officers also try to place hangars where there is an element of natural surveillance from nearby homes or busy roads. Officers avoid placing hangars against blank walls or hedges/railings to avoid the potential for thieves to sit between these and the hangar unobserved for long periods.

However, if occupancy surveys suggest this motorcycle bay is not well used, officers will look to convert it to residents' parking at the next statutory consultation opportunity.

### **Anti-social behaviour**

- 3.5 Some respondents to the proposals were concerned that the hangar(s) would generate anti-social behaviour such as littering, graffiti or loitering – with some respondents to the Powis Square proposal particularly concerned that visitors to the Tabernacle may use the hangar as a table for drinks or a place to gather. Some respondents also believed that hangars attract thieves and that many have been broken into.

#### Officer Response

Each cycle hangar is cleaned and undergoes routine maintenance twice a year. Like many items of street furniture, cycle hangars can be targets for graffiti. The Council's term contractors are able to remove graffiti and this can be reported to [streetline@rbkc.gov.uk](mailto:streetline@rbkc.gov.uk). Street cleaning and rubbish removal can also be reported to this email address.

Officers have no evidence that existing cycle hangars in the borough are used as gathering places. The curved shape of the hangar roof would make its use as a table unlikely. Attempted break-ins to cycle hangars are rare, and those that do take place rarely result in thieves successfully removing bicycles. Officers have no evidence that suggests cycle hangars increase the presence of thieves.

### **Visually intrusive / unsuitable for conservation areas**

- 3.6 Some objectors believed hangars should not be installed as they were unsuited to a residential setting, particularly where the local area is designated as a conservation area, or there are nearby listed buildings. Seven respondents to the Stanley Gardens proposal were particularly concerned that the proposal would devalue or adversely impact the heritage of the street.

#### Officer Response

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

Conservation areas do not restrict the introduction of cycle hangars if the Council is installing them to satisfy its statutory role as highway authority. The units do not require planning permission (General Permitted Development Order 2015 Schedule 2, Part 12, Class A) and there is no size limit to what is permissible so long as their purpose is consistent with the local authority's duties as highway authority. The Council, as a planning authority, does not exercise any planning functions in respect of cycle hangars, since they are erected under permitted development rights by the highway authority. However, Planning officers have stated that because of their dimensions and materiality, they have little difference in visual impact from a car. Thus, where car parking is a dominant factor in the street scene, they have a negligible effect on the setting of listed buildings or on the character and appearance of conservation areas.

### **The hangar(s) is not needed**

- 3.7 Two respondents each to both proposals in Earl's Court Square believed there was no need for cycle hangars in the Square – with one saying the presence of basements provided space for cycle storage, and others saying there is already a hangar in the Square, as well as Sheffield stands.

Two respondents to the Egerton Terrace proposal felt the hangar nearby on Egerton Gardens was not used, so there was no need for another.

Respondents to the Powis Square proposal also said the hangar was unnecessary because there were others nearby and because there were Sheffield Stands and Santander Cycle Hire bikes available.

One respondent each to the Whitehead's Grove and Princedale Road proposals said the hangar was unnecessary as no residents cycle in the road. Two respondents to the Whitehead's Grove proposal said the unit was unnecessary as Cranmer Court has its own cycle parking facilities and all other homes have gardens people could park bicycles in.

Respondents to the Stanley Gardens proposal said the hangar was unnecessary as there are hangars nearby on Stanley Crescent and Kensington Park Road and these are not used, so residents of Stanley Gardens could use those hangars.

### **Officer Response**

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

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 over-night, are at risk of theft.

Bike rental schemes such as Santander Cycle Hire certainly provide a valuable service in their own right, but for those who use bicycles as their main mode of travel daily, cycle loan charges can quickly exceed the cost of owning a bicycle and storing it securely.

All cycle hangars mentioned by respondents are full. The average waiting list for cycle hangars in the borough is 27 people (on top of the six people each hangar can accommodate). The waiting lists for existing hangars nearby the proposals questioned above are:

Location	No. residents on waiting list
Colville Terrace (jcn w/ Powis Square east)	48
Colville Terrace (jcn w/ Powis Square playground)	37
Colville Terrace (jcn w/ Colville Gardens)	42
Earl's Court Square	47
Egerton Gardens	30
Kensington Park Road (opp. Waterford House)	77
Stanley Crescent	17

The supportive comments received to the Princedale Road and Whitehead's Grove proposals suggest that these are not roads where no one cycles.

### **The hangar poses a risk to traffic/pedestrians**

3.8 One respondent to the Bolton Gardens proposal believed cycle hangars take up a lot of road space, creating tailbacks of traffic and thereby increasing air pollution. Another felt that the hangar would cause an obstruction to passing cars and pedestrians and so they should only be installed in wider roads. Two respondents to the Powis Square proposal believe the hangar posed a risk to children crossing the road – particularly as it is proposed outside of a playground.

Some respondents to the Stanley Gardens proposal felt similarly that the hangar would cause a pinch-point in the road, causing issues for traffic and pedestrians.

### Officer Response

As cycle hangar units are smaller than and of similar heights to the average car, and the units are proposed in existing car parking bays, the proposals should offer no more visibility issues – or narrowing of the carriageway - than would a car permitted to park here at present. For this reason, the proposed hangars would not narrow the carriageway or create visibility issues for pedestrians, including children.

### **Cyclists are abusive**

- 3.9 Some respondents to the proposals suggested that hangars should not be installed as some cyclists engaged in anti-social behaviour such as red-light jumping and not stopping at zebra crossings, footway riding and speeding.

Officer Response

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 contravene traffic laws.

**Other comments**

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

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

	<b>Comment</b>	<b>Officer Response</b>
1	Do not want the hangars installed as more street clutter is undesirable. (Three respondents - Earl's Court Square proposal)	As the hangars are proposed in a section of carriageway parking bay, there is no reason to believe they will clutter the street any more than a car parked here at present.  Whether street furniture should be considered "clutter" will depend on whether its function is thought to be necessary.
2	Hangars are always empty and the bike hangar rental company say that they do not update their waiting lists. (One respondent - Powis Square Proposal)  Undertake an audit on the unused spaces in the Stanley Crescent hangar nearby (One respondent – Stanley Gardens)	As at 3.7 above, the Stanley Gardens hangar is fully occupied, with a waiting list of 17 people. Cyclehoop regularly update the waiting lists for cycle hangars. Officers believe this respondent perhaps instead means whether or not we can enforce a usage policy to deal with seemingly vacant spaces. The Council does not monitor cyclists' use of their parking spaces, in the same way we do not monitor the activity of residents with resident parking permit holders. However, the annual fee of £72 per year, acts as a deterrent to those who do not make use of the hangar, with those failing to make payment removed from the unit and spaces offered to the next person on the waiting list. It is also important to note that if residents observe that there are only two bikes parked in a hangar at one time, it may be



		that the other residents are out using their bike. This does not mean that they won't return to store their bike in the hangar later (recognising also that not everyone works the normal 9 to 5).
3	One of the bike hangars on Colville terrace has been left open permanently. (Three respondents - Powis Square Proposal)	This hangar was subject to a car-strike that prevented the hangar from closing. Contractors rectified the problem once it was reported.
4	Installation of the hangar must not reduce access to the two adjacent residents' parking bays. (One respondent – Princedale Road proposal)	The hangar will not reduce access to the adjacent car parking bays, in the same way a car parked in a bay does not reduce access to an adjacent parking bay.
5	Cycling should not be at the expense of amenity to local businesses which depend on vehicular traffic for both deliveries and customer parking. If hangars are supplementary to the amenity of customer parking respondent would be supportive, but if not, would propose a reduction in business rates to reflect the negative impact on trade. (One respondent – Princedale Road proposal)	There is no reason to think that cyclists spend any less time making use of local shops than drivers. Indeed, as six potential customers' vehicles (cycles) can be stored in three metres of kerbside space, vs one customer vehicle in five metres of space, cycle hangars offer efficient use of space.
6	The middle section of Stanley Gardens is already a significant 'pinch point' of additional congestion and disruption locally. The Portobello hotel requires 24 hour access for deliveries of food/laundry as well as drop-offs by taxi and minibus and access by emergency services. This already leads to frequent double parking, parking suspensions and associated noise pollution in the street. If a cycle hangar were installed opposite, these issues would be	Cycle hangars are just under three metres in length (around half the average parking bay) and are smaller than, and of similar heights to the average car, and the unit is proposed in an existing car parking space. The proposals therefore offer no more potential to narrow the carriageway or cause pinch-points than would a car permitted to park here at present. Officers have no evidence that existing hangars have contributed to narrowing of the carriageway.  The Portobello hotel has a length of single yellow line provided outside of the hotel for use by visiting vehicles such as taxis, mini-cabs, delivery vehicles and emergency services. Additionally, such

	<p>further exacerbated, and the safety and residential amenity of residents further compromised. (Six respondents – Stanley Gardens proposal)</p>	<p>vehicles can use residents' parking bays for up to 20 minutes, providing the loading is continuous. More about waiting and loading can be found here: <a href="https://www.rbkc.gov.uk/parking-transport-and-streets/visitor-parking-and-pay-phone/waiting-and-loading">https://www.rbkc.gov.uk/parking-transport-and-streets/visitor-parking-and-pay-phone/waiting-and-loading</a></p> <p>It is likely that such vehicles would prefer to use the SYL or available residents' parking bays outside of the hotel over the space proposed for the cycle hangar on the opposite side of the road – particularly if transporting heavier goods.</p> <p>Civil Enforcement Officer presence to help address poor parking behaviour can be requested at: <a href="mailto:parkingcontracts@rbkc.gov.uk">parkingcontracts@rbkc.gov.uk</a></p>
7	<p>During the Notting Hill Carnival, Stanley Gardens is used as a Police headquarters and traffic (including cycles) in and out of the street is not permitted. This includes portacabins erected where the cycle hangar is proposed. Therefore, in addition to the hangar obstructing police operations, it would be impossible for a non-resident to either drop off or collect a bike from the hangar. (Five respondents - Stanley Gardens proposal)</p>	<p>The Council is used to accommodating Police operations during Notting Hill Carnival, including the annual temporary relocation of cycle hangars for the Carnival weekend.</p>
8	<p>Hangars are usually placed at the ends of streets, or backing against railings or greenery. (One respondent – Stanley Gardens proposal)</p>	<p>Whilst some early hangars in the borough were installed against garden squares or flank walls, the Council no longer adopts this approach as it offers the potential for thieves to sit between these and the hangar unobserved for long periods. Hangars are therefore sited where there is an element of natural surveillance. The majority of requests for the hangar in Stanley Gardens came from residents residing at 7 Stanley Gardens or adjacent properties. In view of this, officers proposed the hangar where it was most</p>

		likely to be easily accessible to those who wanted to use it – as well as being least visibly intrusive to those that do not. Stanley Gardens has no suitable kerbside space – including at the ends of the street - that are not overlooked by resident windows.
9	<p>Respondents expressed disappointment at the lack of information provided in the Council’s consultation, considering it a broad and brief description of a wider strategy, providing little justification or clear explanation of the demand for cycle hangars at the proposed locations and with no presentation of any research or rationale for any of the proposed locations. (Two respondents – Stanley Gardens proposal)</p>	<p>The council does have a policy to install cycle hangars in response to residents’ requests. It is not uncommon for the Council to make some on-street changes, on the basis of just one request .However current Council policy in relation to cycle hangars is to consider a consultation for a new unit on receipt of three requests. More about cycle hangars and the process of requesting a new one is in the public domain here: <a href="https://www.rbkc.gov.uk/parking-transport-and-streets/cycling-and-walking/cycle-parking">https://www.rbkc.gov.uk/parking-transport-and-streets/cycling-and-walking/cycle-parking</a></p> <p>Officers will provide a link to this web page in subsequent consultations.</p> <p>Paragraphs 3.4 set out part of the reasoning behind the proposed location for the Stanley Gardens hangar, but all proposals are considered on a case-by-case basis, based on a number of technical and security factors, as well as where the requests for each unit have come from. It would be hard to present this information for each hangar without consultation material becoming onerous for participants, and also to a degree, the Council has a responsibility to protect the personal information of requestees.</p>
10	<p>The couple that requested the Stanley Gardens cycle hangar have moved out. (One respondent – Stanley Gardens)</p>	<p>Council policy is that on receipt of three requests for a hangar, a consultation may be launched. Officers do not know to which couple this comment refers, but even if two requestors were removed from the total requests received, the number required to trigger a consultation would still be more than the three required. The other supportive consultation responses received also suggest that the proposed hangar would be fully occupied if installed.</p>

11	<p>Respondent has medical issues including shortness of breath and needs space available outside their home for emergency vehicles, or to park their own vehicle. They have been advised by medical team that an application for a disabled parking bay would be advised. The respondent is finding the proposal a cause of great anxiety. (One respondent – Stanley Gardens)</p>	<p>Cycle hangars occupy just under three metres in length (around half the average parking bay). Should the hangar be installed, some parking space will still be available outside no.7 Stanley Gardens where the hangar is proposed (the respondent does not live in no. 7) and outside adjacent properties that emergency vehicles will be able to utilise.</p> <p>Residents with disabilities are able to apply for a personalised disabled parking bay, information is available here:</p> <p><a href="https://www.rbkc.gov.uk/parking-transport-and-streets/residents-parking-and-parking-permits/residents-parking-permits/personalised-disabled-parking-bays">https://www.rbkc.gov.uk/parking-transport-and-streets/residents-parking-and-parking-permits/residents-parking-permits/personalised-disabled-parking-bays</a></p> <p>Personalised disabled bays are provided outside or near a person’s front door for their exclusive use if no off-street parking is available. The proposed hangar would not prevent a disabled parking bay being established outside this respondents’ address. Disabled residents may qualify for a bay if they hold a disabled person’s purple badge and are unable to walk more than 50 metres.</p> <p>Should the respondent not meet the requirements for a disabled parking bay, the Council may still be able to assist by providing loading space outside of properties so that people with disabilities can be dropped off closer to home. If this is of interest, please contact <a href="mailto:trafficorders@rbkc.gov.uk">trafficorders@rbkc.gov.uk</a></p>
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#### 4. Next steps

- 4.1 Following consideration of all comments received, the Director of Transport and Regulatory Services has agreed to proceed to install the cycle hangars as set out in Table 1 above, with the exception of those proposed in Egerton Terrace and Whitehead’s Grove where ward councillors have asked that the units not proceed, and Stanley Gardens where officers consider that the number of objections from residents suggest that the community do not wish to see this hangar installed.



## Appendix 1: Responses received for proposed cycle hangar in Bolton Gardens

### Objection One

Cycle hangars, while accommodating six cycles (a rather small amount) do look unsightly and take up a lot of road space, creating longer pile ups of traffic congestion, thereby going against the idea of cleaner air. More urgent is the fact, that ebikes are parked in a cavalier and lawless way on the pavement and often on resident parking bays. Plus the fact, that most cyclists and ebike riders rarely stop at traffic lights and zebra crossing. This needs to be looked at by the council and that mayor. Thank you.

### Objection Two

They are not particularly attractive. Our problem is the plethora of various rental bikes selfishly left on pavement blocking pedestrians. Selfish lot they are. Your bike lockers are only used by civilised people. Please target hire bikes!

### Objection Three

This takes too much parking space for the amount of bikes stored. I am on a waiting list for a year to have a spot, I don't anyone in the area that managed to have one.

### Objection Four

I strongly object because precious resident parking spaces are taken away and not replaced. You have taken resident parking spaces for electric charging, e bikes and low cycle hangers and often yellow restricted signs so reducing parking spaces. Once taken we will lose this precious space forever. Also the location of these cycle hangers are not located with good common sense. It is often located at top ends of busy roads where it is more of an obstruction. Please look at locating them on wider roads and not on the top end of a residents bay where cars need to meet to pass across or around. More important we object that our residents parking spaces are reduced little by little.

### Support in Part One

I would prefer it further away from the Earls Court Road. But am not too fussed. Great if we get one at all on Bolton Gardens

**Support in Full One**

[No comment supplied]

**Support in Full Two**

[No comment supplied]

**Support in Full Three**

I would like to make use of that. How can I apply?

**Support in Full Four**

[No comment supplied]

**Support in Full Five**

I cycle to work daily and would greatly appreciate that location. We've been on a waiting list for other cycle hangars for several months.

**Support in Full Six**

I cycle to work daily. I have been unsuccessful in finding a place in another hangar so far. The proposed location would be a life-changer for me

**Support in Full Seven**

[No comment supplied]

**Support in Full Eight**

We definitely need more cycle hangars in the neighbourhood.

**Support in Full Nine**

I am writing to support the installation of this hangar. It will provide vital bike storage to local residents unable to safely and securely store bikes at their address due to a lack of outside or inside space in the multi-occupant buildings of this area. Additionally, the area is already very well served with Resident's parking and spaces are always available.

**Support in Full Ten**

We don't have enough cycle hangars. I am already on the waiting list for an adjacent cycle hangar.

**Support in Full Eleven**

[No comment supplied]

**Support in Full Twelve**

[No comment supplied]

**Support in Full Thirteen**

I am in favour of this and the various other cycle hangars proposed (I am commenting on this one as it is nearest to where I live). Cycle theft is a major problem in K&C (and in London generally) and these hangars help those without appropriate storage areas in their flats for cycles as well as helping those visiting the area. I do not own a bicycle, mostly due to lack of storage and risk of theft, but I normally use the "Boris Bikes" via nearby docking stations.



## Appendix 2: Responses received for proposed cycle hangar in Earl's Court Square (jcn w/ Earl's Court Road)

### Objection One

There is already a shortage of residents and pay & display bays for cars. The cycle hangars are extremely ugly and an eyesore. The vast majority of properties on Earls Court Square have basement vaults where bikes could be stored.

### Objection Two

No more street furniture.

### Objection Three

If the hangars are installed, we would have 3 on the same road. Would it not be sufficient to have the one on 49 Earl's Court Square outside 49 where there is more space?

### Objection Four

I feel there is too much street furniture in Earls Court Square already

### Objection Five

Please do not install any cycle hangers in Earl's Court Square or its nearby area. They are ghastly looking units and a magnet for attracting petty thieves trying to break in. Cyclists in the area has proven to be a nuisance, cycling on pavements and not stopping during traffic lights signals. I want to see more law and enforcement against cyclists flouting traffic law. I'm writing as the director for the [redacted]. We have 13 flats in the building.

### Support in Part One

I am in favour of cycle hangars being installed on Earls Court Square, which is the road on which I live. However, I would strongly discourage the hangar being installed in a pay and display bay rather than a residents parking bay. As a resident of Earls Court Square I would be in favour

of the cycle hangar instead being installed in a residents parking bay. The vast majority of the parking bays on Earls Court Square are residents parking bays. It does not make sense to remove one pay and display bay to be replaced with a cycle hangar. The few pay and display bays that are available on Earls Court Square are important as they allow visitors to park near our property when visiting us. Please do not get rid of any of them!

**Support in Part Two**

I STRONGLY object to the removal of pay and display parking spots. There are only four on each side of the Square. There are many many too many residents parking bays and it is impossible for builders/friends/anyone without a residents parking permit to park.

**Support in Full One**

I am fully in support of these cycle hangers, as I would like to store my bicycle here.

**Support in Full Two**

This is a very important initiative. We live in a flat in the square and it is very difficult to store our bikes. Given the level of bicycle theft in the Earl's Court area, these cycle hangars are a must.

**Support in Full Three**

Would love that!

**Support in Full Four**

[No comment supplied]

**Support in Full Five**

As a bike using family, it is so convenient not having to take bike up two flights of a narrow stairwell. We only have one bike space in the hanger and are looking for another as we have two bikes.

**Support in Full Six**

Perfect location

**Support in Full Seven**

Ideal location for me and not a nuisance to any nearby residents

**Support in Full Eight**

I am very happy to see the council looking into providing more and better space for bicycle parking.

**Support in Full Nine**

I support all the hangers proposed in all locations. I have suggestion for the proposed hanger on Earl's Court square and Warwick Road I would prefer it were closer to the garden - On the other side of the school driveway close to door if 51 or near 43. I think there is too much ASB and drug dealing and using activity on that corner where it is proposed.

**Support in Full Ten**

We need safe spaces to store our bicycles. There are not enough of these in the area. My bike keeps getting stolen so I feel I cannot buy another bike unless I get a space in a cycle hanger.

**Support in Full Eleven**

[No comment supplied]

**Support in Full Twelve**

[No comment supplied]

**Support in Full Thirteen**

[No comment supplied]

**Support in Full Fourteen**

[No comment supplied]

**Support in Full Fifteen**

I strongly support having a hangar at this location. A lot of folks on our street, myself included, need to carry their bicycles up the stairs to where they live. I don't think it distracts street parking greatly since most people who use this space are tradesmen and delivery persons.

### Appendix 3: Responses received for proposed cycle hangar in Earl's Court Square (jcn w/ Warwick Road)

#### Objection One

There is already a shortage of residents and pay & display bays for cars. The cycle hangars are extremely ugly and an eyesore. The vast majority of properties on Earls Court Square have basement vaults where bikes could be stored.

#### Objection Two

Too much street furniture.

#### Objection Three

There are plenty of options for locking up bikes in the area, including cycle lock posts outside Langham Mansions and at the corner of Old Brompton Road and Warwick Road. Parking spaces are more scarce. Furthermore the hangars are an absolute eyesore.

#### Objection Four

Please do not install any cycle hangers in Earl's Court Square or its nearby area. They are ghastly looking units and a magnet for attracting petty thieves trying to break in. Cyclists in the area has proven to be a nuisance, cycling on pavements and not stopping during traffic lights signals. I want to see more law and enforcement against cyclists flouting traffic law. I'm writing as the director for the [redacted]. We have 13 flats in the building.

#### Support in Full One

I am a resident of Earls Court Square. I am fully in support of a cycle hangar being installed in a residents parking bay on Earls Court Square, adjacent to Warwick Road.

#### Support in Full Two

This is a great initiative and should gradually replace all car slots. There is no reason to own a car in central London!

**Support in Full Three**

[No comment supplied]

**Support in Full Four**

I think it allows for more people to be able to travel by bike. I've been really wanting to buy a bike but was scared that if I stored it outside it'd be stolen if it was a nice bike. However keeping it in a hangar under lock would definitely make me travel by bike.

**Support in Full Five**

All cycle hangers in the area are at full capacity and have been this way for several months. To encourage people to cycle rather than use their cars, I strongly support the project of adding more cycle hangers.

**Support in Full Six**

[No comment supplied]

**Support in Full Seven**

I have two bikes attached to railings. This is not ideal because of safety and its unsightly. Having space in a hangar for both bikes will eradicate the need for keeping my bikes attached to railings and the bikes will be safe and hidden from sight.

**Support in Full Eight**

[No comment supplied]

#### **Appendix 4: Responses received for proposed cycle hangar in Egerton Terrace**

##### **Objection One**

Not enough resident parking and it's an eye-sore for the area. Also, won't be used by local residents.

##### **Objection Two**

One in Egerton Gardens not fully used.

##### **Support in Full One**

We have very few hangars in the area. So we are really keen to have one for our bikes. With no space in the lobby, it is really more convenient for us especially because bikes also get more rusty outside.

##### **Support in Full Two**

[No comment supplied]

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

Would love it!

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

I hope that one is big enough !

## Appendix 5: Responses received for proposed cycle hangar in Ladbroke Grove

### Support in Full One

Give me a spot please I'm happy to pay.

### Support in Full Two

While there are some cycle hangars in the general vicinity, all of them are full, and with long waiting lists! Please implement this hangar ASAP as there is a big shortage of them. I have been looking for parking slot for almost a year now, and I know there are many others in this position.

### Support in Full Three

I support the installation cause we need more safe bike parking in the area to encourage people to ride on a day-to-day basis



## Appendix 6: Responses received for proposed cycle hangar in Powis Square

### Objection One

Already with the tabernacle and park (when used for events )...use and abuse residents parking which is never monitored by k and c wardens during such events and as tax payers residents should have more a restricted 24 hr parking rather than removal of spaces but I assume it's the money you are after !!!!

### Objection Two

Especially during the summer months, children cross the road here frequently, between the garden square and the Tabernacle. Although obviously the position and quantity of parked cars may vary, the hangar would create a permanent block, making it more difficult for drivers to see especially smaller children, and for the children to see them.

Although it may be easy to dismiss this and cite the aforementioned cars, I don't believe that any increase in danger to small children can or should be dismissed.

### Objection Three

There are 3 bike hangers on Colville terrace (the south south of Powis Square. I have been monitoring those all summer and they are half empty. I also called the hangar rental Co. Who told me about the waiting list... which obviously is not up to date as the hanger are not used to their maximum capacities. A hangar outside the Tabernacle would be another excuse for ASB and unwelcome reduction of car parking space. The size of the hangar is potentially dangerous for children to cross the st.

[Additional Comments]

Bumped into [redacted] who like myself is a local resident living meters away from the proposed location of the Bike Hangar on Talbot Road opposite the Tabernacle W11.

[Redacted] sent me your email as I was not able to locate it myself

I oppose to the proposed install of a FOURTH bike hangar around Powis Square.

There are already 3 on the south side of the square, and also another one on Talbot Road + 2 set of regular bike rack on each side of Powis Square on Talbot Road. One where bike go to die and the other one vacant.

When I was first asked about having another bike hangar at the start of the summer by an RBKC official I took about myself to learn a bit more about them:

1- the three bike hangars on Colville Terrace are permanently less than half used... I monitor the bikes in them early in the morning and when walking back from work in the evening. I have documented this with pictures this summer. (Pictures available upon request), I also contacted the bike hangar rental company... who told me that they do not update their waiting list. In effect nobody is checking if people on the waiting list are still in need of space.

2- one of the bike hangar on Colville terrace has been left open permanently since the 4th September ( I enclose pictures taken this Monday evening and today at lunch time).

3- There is another bike Hanger on a double yellow line on Talbot Rd. Why take yet another much prized and needed car park... It is frequently difficult to find spaces due to the private and public event held at the Tabernacle.... It is not unfrequent to have patron of the Tabernacle double parking in the evening. One of those structure would be the perfect perch for Tabernacle patron to put their drinks and food - making yet more noise in the evening.

4- those Hangar are tall and it would be very easy for somebody to hid behind them , the proposed location on Talbot road right outside the entrance/ exit of the Square might be dangerous for children and young people and obstruct their field of visions for incoming cars.

5- As per the pictures sent a attachment on top of the current 4 hangars there are also empty old fashion bike rack on Powis Garden.

6- We also have two set of Rack with the Boris bike.

Have you thought about clearing the stranded, disused and rusted bike on the other side of Talbot road? Those seems to be a bike graveyard. Whilst cycling is a fantastic mean of transport ( I use the Boris Bike) I oppose to this superfluous addition.

#### **Objection Four**

Powis Square - North side, is a very busy road. Parking for residents is always a challenge, as users of the Tabernacle Community Centre park regularly to attend events; there is never enough spaces for the vehicles of residents who pay for a RBK&C parking permit. I can send photos to demonstrate this if required.

When arriving home at night from work, in an area already with issues of anti- social behaviour, parking close to home is essential to feeling safe. Concerns about this have already been reported several times to the RBK&C Community Safety Team and the Police. Parking enforcement is not in place. Therefore, cars are parked regularly - on the corners of the square and on yellow lines and parking tickets are not issued; no deterrent to drivers who are not acknowledging the parking regulations, restrictions and rules.

There are already two bicycle hangars on Colville Terrace. I believe two is enough for this small area. I have noticed that one was left open at the weekend and only 2 bicycles were in the hangar and the one adjacent to the garden square on Colville Terrace has spaces available. Finally, there are elderly and disabled residents living on Powis Square who need a vehicle to travel in - having a bicycle is not an option for them.

#### **Objection Five**

Thanks for your time on the phone just now regarding the proposed cycle hangar on Powis Square. As requested, please see below the reasons for my trenchant opposition to this scheme.

1. These bike things are yet another ugly addition to the visual urban landscape.
2. There are already several hangars in the immediate area, including one on the south side of Powis Square. Most are at best 1/3 full. This clearly indicates that there is minimal, if any, requirement, for another bike hangar in or around Powis Square.
3. It would take away parking space in a place where they are needed.

4. There are many unobtrusive bike railings opposite St John's Church between Powis and Colville squares. It would not require a giant leap of imagination to extend the bike frames around the paved area around the church.

5. The notional security improvement is just that. I am aware that a local bike hangar was recently broken into and bikes were stolen.

I hope these points will receive the appropriate attention.

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

I agree that it will help people to keep their bikes safe. However, these hangars are a magnet for graffiti and people dumping their rubbish around them, as seen on Colville Terrace. I have also seen them with the lid left open or (probably) forced open for intended theft. As I said, they could be helpful, but they need to be properly maintained and cleaned regularly or they become an eyesore.

#### **Support in Full One**

I recently wrote an email anyway with my own issues, living in a top floor flat with children and 100% agree with installing more cycle hangars. I do however think that RBKC should make it more affordable like other London boroughs, such as Camden who offer it for £36 per year and Brent who offer it for free! I would be willing to accept two spaces for any of the cycle hangars that are free within walking address from my property on Powis Terrace.

Recently, outside my home there is a space for Cycle Hire Only - wish that was a Hangar instead being installed.

Timing of this consultation is good for me, as I have recently enquired as stated, so definitely feel a need for more safe storage for bikes.

I think priority should be given to people in flats, especially on higher floors. If people live on ground floor or have storage, these things should be considered because of the shortage.

#### **Support in Full Two**

[No comment supplied]

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

This is a nice idea, and the proposed location looks perfectly natural to me. I have witnessed (and intervened in) attempted bike thefts at the Powis Gardens cycle parking within 100m of the proposed location. I'm all for cycle hangars to help with bike security. That said, the building I live in has cycle parking already. I certainly suspect it would be handy for residents of other buildings in the area, but this is just a guess on my part. Assuming this has been verified, I fully support the proposal.

**Support in Full Four**

[No comment supplied]

**Support in Full Five**

Thank you so much for considering adding a cycle hangar in the area, it is sorely lacking! As a recent bike owner, I parked my bike outside the church, Powis Court, in the bike bays. Unfortunately, my bike was stolen. I had to purchase a second-hand bike, which I now park in the corridor of my building. However, it's quite heavy for me to carry and I can't ride it inside my flat. It would be very helpful to have a space in a cycle hangar near my home, as it would significantly improve my daily life!

**Support in Full Six**

Thank you for the consultation and for considering the addition of cycle sheds. I rely on Santander bikes for my daily commute to work, but finding a spot to park them near my office is often a challenge. Owning my own bike would be great, but I don't have a secure place to park it overnight. A cycle hangar would make a significant difference in my daily routine!

**Support in Full Seven**

This would be very welcome for bike security

**Support in Full Eight**

Many bikes get roughed up here - so a hanger would provide protection. It's an excellent idea.

**Support in Full Nine**

[No comment supplied]

**Support in Full Ten**

There is a great shortage of cycling parking in this area. While there are a few cycle hangars in the vicinity, they are all full and with long waiting lists. This is particularly problematic for residents of buildings such as ours, which under RBKC policy does not have any allowance for car parking permits - hence we are fully dependent on bicycles. Powis Square is a good, practical location - please implement ASAP!

**Support in Full Eleven**

I wish to start using a bike to commute to work and have no space in my residence to store the bike. And would like to use a cycle hanger as there have been a lot of thefts when bikes have just been locked outside.

## Appendix 7: Responses received for proposed cycle hangar in Princedale Road

### Objection One

I have exceptionally rarely - indeed I cannot remember the last time - I saw any resident on Princedale road or the proximate streets, use a cycle. The real restriction is finding sufficient resident car spaces given a) the sheer number of residents who have a car b) the number of visitors to the area (i.e. non residents) who use car parking bays or single yellow lines to park when visiting restaurants etc. Put simply, there is insufficient demand for these hangars.

Cycle hangars throughout London also notoriously attract, regrettably, bike thieves. Apart from anything else, they are not robust, and thieves routinely, successfully, gain access to these hangars. Indeed they frequently break into storage units with far greater screening and security measures. A criminal attracted to these hangars will subsequently look in the surrounding area for any other prospective break in. Attracting this kind of adverse criminal interest, where there is virtually no demand to be met, is creating or heightening a problem for no gain, and significant downside.

The risk or cost benefit analysis may well be different and justify such hangars in other places, and I by no means am against bike hangars in principle, nor cycling, which is obviously a worthwhile and excellent means by which people travel. The case simply is not made out for Princedale Road.

### Support in Part One

I support the installation of a cycle hangar in Princedale Road-- so long as it does not reduce access to the two-car residents' parking bay adjoining the hangar location. Resident parking spaces are very scarce, but many of us need to retain the ability to drive. However, as a Princedale Road resident, I personally would be more inclined to use a bicycle to get around if I had somewhere local where I could store a bike such as this hangar.

### Support in Part Two

Cycling should not be at the expense of amenity to local businesses which depend on vehicular traffic for both deliveries and customer parking - If the hangars, in general, are supplementary to the amenity of customer parking I would be supportive, but if not I would again propose a reduction in our business rates to reflect the negative impact on trade.

**Support in Full One**

We have been asking for a bike hangar since last spring and would be overjoyed to have one!

**Support in Full Two**

[No comment supplied]

**Support in Full Three**

[No comment supplied]

**Support in Full Four**

Very useful option to have, living on the 3rd floor flat, can use again my bicycle.

**Support in Full Five**

[No comment supplied]

**Support in Full Six**

[No comment supplied]

**Support in Full Seven**

[No comment supplied]

**Support in Full Eight**



Excellent scheme - we have two bikes that get used regularly in my household

**Support in Full Nine**

I support the installation cause we need more safe bike parking in tha area to encourage people to ride on a day-to-day basis.

**Support in Full Ten**

[No comment supplied]

## Appendix 8: Responses received for proposed cycle hangar in Stanley Gardens

### Objection One

While we fully support the introduction of measures to encourage and make cycling safer in the local area, we believe that both (a) there are far more practical and workable alternative locations close nearby and (b) the proposed location is misguided and inappropriate, for the following reasons.

#### (1) HIGHWAY CAPACITY AND SAFETY/PORTOBELLO HOTEL

The middle section of Stanley Gardens, which is the proposed location for the cycle hangar, is already a significant 'pinch point' of additional congestion and disruption locally and within the street. Highly unusually for this area, it contains a busy hotel - The Portobello - which requires 24 hour access for a steady stream of food/laundry etc deliveries, taxi and minibus drop-offs, tradesmen, guests and the emergency services. This already leads to frequent additional double parking, parking suspensions and associated noise pollution in the street. If a cycle hangar were installed in this middle section of Stanley Gardens these issues would be further exacerbated and the safety and residential amenity of residents further compromised.

#### (2) POLICE HEADQUARTERS DURING NOTTING HILL CARNIVAL

For the 4 days covering the Notting Hill Carnival every year Stanley Gardens is a Police Headquarters. All traffic into and out of the street is banned and all cars removed or towed, to entirely clear the street. After this several large Metropolitan Police PortaKabins are erected - including ones where the cycle hangar is proposed. For the duration of the Carnival, Stanley Gardens is closed off entirely and access banned for anyone that cannot prove with ID that they actually live on the street. Therefore, in addition to the hangar obstructing police operations, it would be impossible for a non-resident to either drop off or collect a bike from the hangar.

#### (3) APPEARANCE/CONSERVATION CONTEXT

The appearance of the proposed cycle hangar would be out of keeping with the streetscape and would significantly devalue and adversely impact the historic interest and heritage significance of Grade II listed buildings and the Ladbroke Conservation Area.

Stanley Gardens is a mid 19th century, grade II listed terrace of stucco houses designed by eminent Victorian architect Thomas Allom. The buildings, and their setting, are of considerable architectural and historic interest and contribute immensely to local distinctiveness within the Borough. (By way of example; the entire street featured as a vista in an iconic scene in the film Notting Hill; and the proposed cycle hangar is directly opposite Tina Turner's old house - a building which will in future years feature a Blue Plaque in her honour). They have statutory protection under the Planning (Listed Buildings and Conservation Areas) Act 1990. Paragraph 199 of the National Planning Policy Framework states that: "when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation." Paragraph 200 of the NPPF continues: "Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) (our emphasis) should require clear and convincing justification... Substantial harm to or loss of: (a) grade II listed buildings...should be exceptional".

Stanley Gardens is also located in the Ladbrooke Conservation Area. Our understanding is that the Council is legally required under Section 2 of the Planning (Listed Buildings and Conservation Areas Act) 1990 to pay special attention "to the desirability of preserving or enhancing the character or appearance of conservation areas". This duty goes beyond decisions on permissions and applies to the exercise by the local authority of all its other functions under the planning acts, including the exercise of permitted development rights. Furthermore, paragraph 22.319 of the Council's own Local Plan states as follows: "the character and appearance of a conservation area is not only provided by the high quality and appearance of individual buildings within the area and the interrelationship between them but it is also gained from whole and partial street views as well as views into and out of the area." (our emphasis).

The proposed cycle hangar, being a modern, functional structure (resembling, and now colloquially referred to locally as "the pig-styes") would be totally out of keeping with its heritage setting. Existing hangars in the vicinity of Stanley Gardens are heavily and relentlessly graffitied (photos available), visually intrusive and a repository for rubbish: all relevant factors which weigh against the location of the hangar in such a sensitive location. We also note that other hangars nearby have almost always been located at the end of a street, where they are far less overlooked and intrusive; or backing onto the railings of communal gardens - the greenery of which significantly disguises the green paint of the hangars. It is difficult to understand why in this case the location has been proposed to be in as prominent a position; right in the middle of the street and directly opposite a busy hotel.

We'd respectfully suggest the fact that permitted development rights are available to the Council to construct the hangar does not relieve the Council of its statutory duty to consider the impact of the hangar on the setting of designated heritage assets, as set out above.

We are therefore sending a copy of these submissions to the Council's conservation and design team, to bring this proposal to their attention.

As above, we fully understand and sympathise with local initiatives designed to encourage cycling. But we would respectfully suggest that the key to maintaining local support for additional new cycle hangars is to locate them as empathetically, integrally and unobtrusively as possible. This is manifestly not the case in this instance.

#### 4. PARKING PROVISION

Stanley Gardens is almost permanently short of parking spaces. We cannot support any proposal to further reduce parking capacity in our street particularly when there is far greater availability of spaces elsewhere nearby (ref point 5 below).

#### (5) BETTER USE OF AN ALTERNATIVE LOCATION

Given the material considerations weighing against the proposed location for the cycle hangar in Stanley Gardens, we'd respectfully suggest the Council considers an alternative location nearby.

Significantly less intrusive and more practical locations are available both at the southern section of Stanley Crescent at its intersection with Stanley Gardens (less than 50 metres away from the proposed location), or the north or southern junction with Kensington Park Road (less than 30 metres away), or indeed elsewhere on Kensington Park Road. These areas are less sensitive in heritage terms, they are scarcely overlooked by residents, not constrained by the business needs of the Portobello Hotel, and the roads suffer less with parking congestion. Relocating the cycle hangar to any of these locations would have less impact on residential amenity and cause far less visual intrusion and practical disruption, but be equally convenient to local cyclists.

We would therefore strongly request that the proposed hangar is relocated to either of these better, alternative locations.

We would add to our objections, that we are a little disappointed at the lack of information provided in the Council's consultation, which is a broad and brief description of a wider strategy. It provides little justification or clear explanation of the demand for cycle hangars at the proposed locations. There is no presentation of any research or rationale for any of the proposed locations. We have had to conduct surveys and research of our own in order to prepare this response, which is work that we would have hoped had been carried out by the Council, in order to fully inform consultees and to ensure this consultation exercise is as robust as it can be, particularly given the material heritage considerations set out above.

[Additional Comments]

I am instructed on behalf of [redacted], owner and resident of [redacted]. [Redacted] has brought to my attention a proposal to install a cycle hangar outside 7 Stanley Gardens, [redacted]. [Redacted] has responded to the consultation directly, through the survey provided. However, we have serious concerns in relation to the significant, adverse impact on the setting of the Grade II listed terrace in Stanley Gardens and the impact on this very sensitive heritage location within the Ladbrooke Conservation Area. We are therefore bringing this proposal and our response, to the attention of your Conservation and Design team at RBKC. There are alternative locations close by that could accommodate the cycle hangar and which would avoid the degree of harm to the heritage setting. These alternative locations are also far more practical and workable in planning and highway terms. We are therefore hopeful you will be sympathetic to, and support, our position.

Objection to the proposed siting of a cycle hangar outside number 7 Stanley Gardens in response to the Consultation conducted by RBKC dated 4th September 2023, as submitted by [redacted]:

I am the owner of and resident [redacted]. A cycle hangar is proposed [redacted] and will be within direct line of sight. While we fully support the introduction of measures to encourage and make cycling safer in the local area, we believe that both (a) there are far more practical and workable alternative locations close nearby and (b) the proposed location is misguided and inappropriate, for the following reasons:

The appearance of the proposed cycle hangar would be completely out of keeping with the streetscape and would significantly devalue and adversely impact the historic interest and heritage significance of Grade II listed buildings and the Ladbrooke Conservation Area. Stanley Gardens is a mid 19th century, grade II listed terrace of stucco houses, designed by eminent Victorian architect, Thomas Allom. The buildings, and their setting, are of considerable architectural and historic interest and contribute immensely to local distinctiveness within the Borough. (By way of example; the entire street featured as a vista in an iconic scene in the film Notting Hill; and the proposed cycle hangar is directly opposite Tina Turner's old house - a building which will in future years feature a Blue Plaque in her honour). They have statutory protection under the Planning (Listed Buildings and Conservation Areas) Act 1990. Paragraph 199 of the National Planning Policy Framework states that: "when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation." Paragraph 200 of the NPPF continues: "Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) (our emphasis) should require clear and convincing justification. Substantial harm to or loss of: (a) grade II listed buildings...should be exceptional".

Stanley Gardens is also located in the Ladbroke Conservation Area. Our understanding is that the Council is legally required under Section 2 of the Planning (Listed Buildings and Conservation Areas Act) 1990 to pay special attention “to the desirability of preserving or enhancing the character or appearance of conservation areas”. This duty goes beyond decisions on permissions and applies to the exercise by the local authority of all its other functions under the planning acts, including the exercise of permitted development rights. Furthermore, paragraph 22.319 of the Council’s own Local Plan states as follows: “the character and appearance of a conservation area is not only provided by the high quality and appearance of individual buildings within the area and the interrelationship between them but it is also gained from whole and partial street views as well as views into and out of the area.” (our emphasis).

The proposed cycle hangar, being a modern, functional structure (resembling, and now colloquially referred to locally - as "the pig-styes") would be totally out of keeping with its heritage setting. Existing hangars in the vicinity of Stanley Gardens are heavily and relentlessly graffitied (photos available), visually intrusive and a repository for rubbish: all relevant factors which weigh heavily against the location of the hangar in such a sensitive location. We also note that other hangars nearby have almost always been located at the end of a street, where they are far less overlooked and intrusive; or backing onto the railings of communal gardens - the greenery of which significantly disguises the green paint of the hangars. It is difficult to understand why in this case the location has been proposed to be in as prominent a position; right in the middle of the street and directly opposite a busy hotel.

The fact that permitted development rights are available to the Council to construct the hangar, does not relieve the Council of its statutory duty to consider the impact of the hangar on the setting of designated heritage assets, as set out above.

As above, we fully understand and sympathise with local initiatives designed to encourage cycling. But we would respectfully suggest that the key to maintaining local support for additional new cycle hangars is to locate them as empathetically, integrally and unobtrusively as possible. We'd respectfully suggest that this is manifestly not the case in this instance.

#### Highway capacity and safety

The middle section of Stanley Gardens, which is the proposed location for the cycle hangar, is already a significant 'pinch point' of additional congestion and disruption locally and within the street as, highly unusually for this area, it contains a busy hotel - The Portobello - which requires 24 hour access for a steady stream of food/laundry etc deliveries, taxi and minibus drop-offs, tradesmen, guests and the emergency services. This already leads to frequent additional double parking, parking suspensions and associated noise pollution in the street. If a cycle hangar were installed in this middle section of Stanley Gardens these issues would be further exacerbated and the safety and residential amenity of residents further compromised.

Police Headquarters during Notting Hill Carnival.

For the 4 days covering the Notting Hill Carnival every year Stanley Gardens is a Police Headquarters,. All traffic into and out of the street is banned and all cars removed or towed, to entirely clear the street. After which, several large Metropolitan Police PortaKabins are erected - including one where the cycle hangar is proposed. For the duration of the Carnival, Stanley Gardens is closed off entirely and access banned for anyone that cannot prove with ID that they actually live on the street. Therefore, in addition to the hangar obstructing police operations, it would be impossible for a non-resident to either drop off or collect a bike from the hangar.

Parking provision

Stanley Gardens is almost permanently short of parking spaces. We cannot support any proposal to further reduce parking capacity in our street particularly when there is far greater availability of spaces elsewhere nearby (ref "Better use of an alternative location" below).

Better use of an alternative location

Given the material considerations weighing against the proposed location for the cycle hangar in Stanley Gardens, we'd respectfully suggest the Council considers an alternative location nearby.

Significantly less intrusive locations are available both at the southern section of Stanley Crescent at its intersection with Stanley Gardens (less than 50 metres away from the proposed location), or the north or southern junction with Kensington Park Road (less than 30 metres away). These areas are less sensitive in heritage terms, they are not constrained by the business needs of the Portobello Hotel, there are significantly more free parking spaces available and the roads generally suffer less with parking congestion. Relocating the cycle hangar to either of these locations would have less impact on residential amenity and cause far less visual intrusion and practical disruption, but be equally convenient to local cyclists.

We would therefore strongly request that the proposed hangar is relocated to either of these better, alternative locations.

We would add to our objections, that we are surprised and disappointed at the lack of information provided in the Council's consultation, which is a broad and brief description of a wider strategy. It provides insufficient justification or clear explanation of the demand for cycle hangars at the proposed locations. There is no presentation of any research or rationale for any of the proposed locations. We have had to conduct surveys and research of our own in order to prepare this response, which is work that we would have hoped had been carried out by

the Council, in order to fully inform consultees and to ensure this consultation exercise is as robust as it can be, particularly given the material heritage considerations set out above.

## **Objection Two**

As a cyclist myself, I like cycling to be safe in the local area, however in terms of the proposed installation, there is already a largely unused cycle hangar on Kensington Park Road only 10 feet from Stanley Gardens. I see therefore that the councils resources are better spent elsewhere.

Over and above this obvious objection

### **Roadway Capacity and Safety**

The central portion of Stanley Gardens, designated for the proposed bicycle storage, is already a significant bottleneck causing additional traffic congestion and disruption locally and within the street. Quite unusually for this vicinity, it houses a bustling hotel, The Portobello, which requires continuous 24-hour access for a steady influx of deliveries including food and laundry, taxi and minibus drop-offs, tradespeople, guests, and emergency services. This already results in frequent instances of double parking, parking suspensions, and related noise pollution in the street. Installing a bicycle storage unit in this central section of Stanley Gardens would exacerbate these issues, further jeopardizing the safety and residential comfort of inhabitants.

### **Central Command for Notting Hill Carnival Policing**

Throughout the four-day span of the Notting Hill Carnival each year, Stanley Gardens serves as a central command for police operations. All vehicular traffic to and from the street is prohibited, and all cars are either removed or towed. Following this, several sizable Metropolitan Police PortaKabins are assembled, including the ones proposed for the bicycle storage. During the duration of the Carnival, Stanley Gardens is entirely cordoned off, with access restricted to those able to provide identification confirming their residency on the street. Consequently, in addition to impeding police activities, it would be impracticable for a non-resident to either deposit or retrieve a bicycle from the storage.

### **Aesthetic Discrepancy and Heritage Impact of Proposed Bicycle Storage**

Stanley Gardens, a mid-19th-century, Grade II listed row of stucco houses designed by the distinguished Victorian architect Thomas Allom, holds significant architectural and historical significance. It contributes immensely to the distinctive character of the local Borough. For instance, the entire street is featured prominently in an iconic scene from the film Notting Hill, and the suggested bicycle storage site directly



faces Tina Turner's former residence—a building slated to receive a Blue Plaque in her honor in the years to come. These structures are legally protected under the Planning (Listed Buildings and Conservation Areas) Act of 1990. According to Paragraph 199 of the National Planning Policy Framework, considerable weight should be attributed to the conservation of designated heritage assets when evaluating the impact of a proposed development. Paragraph 200 of the NPPF further underscores that any potential harm or loss to the significance of a designated heritage asset should necessitate compelling and explicit justification. This is especially pertinent for Grade II listed buildings.

Stanley Gardens is also situated within the Ladbroke Conservation Area. It is our understanding that, pursuant to Section 2 of the Planning (Listed Buildings and Conservation Areas Act) of 1990, the Council is mandated to accord special attention to the preservation or enhancement of the character and appearance of conservation areas. This obligation transcends mere permission-granting decisions and extends to all functions performed by the local authority under the planning laws, including the exercise of permitted development rights. Moreover, Paragraph 22.319 of the Council's Local Plan underscores that the character and appearance of a conservation area are not solely determined by the quality and appearance of individual buildings, but also by the overall view of streets and vistas within and around the area.

The suggested bicycle storage, resembling what is colloquially referred to as "the pig-styes," constitutes a modern and utilitarian structure that is entirely incongruous with its historically rich environment. The existing storage units in the vicinity of Stanley Gardens are extensively covered in graffiti, visually obtrusive, and often serve as dumping grounds for refuse. These are all pertinent factors that strongly weigh against siting the storage unit in such a culturally sensitive location. It is also worth noting that nearby storage units are typically situated at the terminus of a street, where they attract significantly less attention and intrusion, or are positioned adjacent to the railings of communal gardens—lush greenery that effectively conceals the vivid green hue of the units. It is puzzling why, in this particular instance, the proposed location is as conspicuous as it is—right in the heart of the street and directly opposite a bustling hotel.

While the Council possesses the prerogative to exercise permitted development rights in constructing the storage unit, this does not absolve the Council of its statutory obligation to assess the impact of the unit on the setting of designated heritage assets, as delineated above.

#### Parking Provisions

Stanley Gardens perennially grapples with a shortage of parking spaces. We are unable to endorse any proposition that further diminishes parking availability on our street, particularly when there are already cycle hangars accessible just around the corner and in close proximity as mentioned above.

#### Optimal Utilization of an Alternate Locale

Considering the substantial concerns associated with the suggested bicycle storage location in Stanley Gardens, we respectfully urge the Council to contemplate an alternative nearby site.

There are markedly less obtrusive and more pragmatic locations available, both at the southern terminus of Stanley Crescent at its intersection with Stanley Gardens (less than 50 meters from the proposed location), or the northern or southern junction with Kensington Park Road (less than 30 meters away), or indeed elsewhere along Kensington Park Road. These locales possess less heritage sensitivity, are not encumbered by the operational necessities of the Portobello Hotel, and feature a significantly greater number of unoccupied parking spaces. These streets also generally experience fewer parking congestion issues. Relocating the bicycle storage unit to either of these sites would yield fewer repercussions on residential amenity, result in substantially reduced visual intrusion, and entail fewer practical disruptions, all while providing equally convenient access for local cyclists.

We therefore fervently implore that the proposed storage unit be relocated to one of these superior, alternative sites.

Additionally, we would like to express our slight disappointment at the lack of comprehensive information provided in the Council's consultation, which offers a broad and concise outline of a broader strategy. It fails to furnish adequate justification or a clear rationale for the demand for bicycle storage units at the suggested locations. No studies or reasoning behind the proposed locations are presented. Consequently, we have conducted our own surveys and research in order to compile this response. We had hoped that this groundwork would have been undertaken by the Council to comprehensively inform all stakeholders and to ensure the robustness of this consultation process. This is especially crucial given the substantial heritage considerations outlined above.

### **Objection Three**

It's really the location - bang in the middle of our beautiful listed terrace in a spot opposite the hotel which is busy as it is with laundry trucks, taxis etc. I feel that it would be better to place it around the corner on Stanley Crescent backing onto the side of our gardens or the other end of the street on Kensington Park Road, again against the garden railing where it will be more discreet and accessible. There is also more parking availability on Stanley crescent and we won't lose a valuable residents parking space.

Also during Carnival it interferes with the Police operations that are based on our road and would be inaccessible to residents not living on our street. I hope this makes sense and you will reconsider the location of the hangar.

### **Objection Four**

#### (1) HOTEL

The middle part of Stanley Gardens already suffers more than its share of additional congestion, disruption and additional noise and activity because - highly unusually for the area - we have a busy (Portobello) Hotel in situ...with associated stream of traffic/drop offs/deliveries/laundry trucks/tradesmen/double parking etc etc. Why compound the issue by adding a multi-cycle hangar right slap in the middle of it?

#### (2) POLICING CARNIVAL

Every year, for the 4 days covering the Notting Hill Carnival, Stanley Gardens is a Police Headquarters, with cars banned/removed/towed and PortaKabins erected - including ones where the hangar is proposed. Access is banned for anyone that can't prove with ID that they live on the street...so in addition to obstructing police operations, it would be impossible for a non-resident to either drop off or collect a bike from the hangar.

#### (3) HERITAGE / STREETScape

Why place a fixed, modern and green painted structure - (magnets, in this vicinity, for graffiti and rubbish - depressing evidential photos available) - so prominently in the middle of an iconic Grade 2 listed Victorian terrace - and on one of the area's most beautiful and iconic streets? Given the enormous difficulties residents face making any changes to their properties - or street - in a Conservation area, what process has the Council followed in policing themselves here? With other hangars locally it seems some effort has been made to place them unobtrusively. Not in this case.

#### (4) PARKING

Stanley Gardens is already frequently short of parking compared to neighbouring streets...this will only compound the problem (and it turns out we have residents planning on applying imminently for disabled spaces, which will compound the problem).

#### (5) BETTER ALTERNATIVE LOCATIONS

As above - other cycle hangars nearby have been built in far less intrusive and conspicuous locations. As alternatives, Kensington Park Road or the south east side of Stanley Crescent (backing onto the greenery of Stanley Gardens, where green cycle hangars become hugely less prominent, and with far greater parking space availability).

I do hope the location of this will be reconsidered.

#### **Objection Five**

Stanley Gardens is a beautiful iconic street of Listed Grade II terraces, flanked by St.Peter's church at one end and a pair of handsome Listed Villas in Stanley Crescent at the other. It would not be appropriate to site a hangar in this street particularly as there is a hangar close by in Kensington Park Road. While I sympathise with cyclists there are a minimal number of regular users in this street where residents car parking is often difficult. The loss of permit parking spaces would be regrettable. Cycle hangars often attract graffiti which only adds to the ugliness of the hangars. In Stanley Crescent outside the railings of Stanley Gardens South there is a motor cycle parking bay which is never used, might this not be an alternative site. The loss of residents parking spaces would be regrettable.

#### **Objection Six**

Stanley Gardens is a small street with few parking spaces. There is a cycle hangar close by just down the road in Kensington Park Road. There is no need for another one.

#### **Objection Seven**

My new neighbour in [redacted] Stanley Gardens, whom I'd not met before, asked me to support her request for a hangar, which I did. However I then asked a cyclist using the nearby hangar in the next street, Stanley Crescent, if it was an asset. She said only two people still use it. Therefore I think an audit should be taken to see how many unused spaces there are in Stanley Crescent, two minutes walk one way, and Kensington Park Road, two minutes walk the other way, and offer one to the person in [redacted] Stanley Gardens.

The couple in [redacted] Stanley Gardens who were also asked for their support and gave it, have now moved out of London.

The hangars are unsightly, this is a short, beautiful road and the view of a hangar would spoil it the outlook. If there is a lot of support in the street for one, and it goes ahead, maybe it could be sited further up next to Kensington Park Road, where there is a curved stretch of pavement by the post box without a parking space and not directly overlooked by anyone's windows?

I support cycling but because there are already two underused hangars very nearby, this seem a waste of resources.

### **Objection Eight**

I oppose it due to the fact that as a disabled person who recently suffered a stroke when needed I need to call ambulance services to help me and having this object outside 6/7 Stanley Gardens is totally unacceptable. You can locate it at the beginning of the street which I have No issues with. Please take people with a disability into consideration respectfully.

[Additional Comments]

I heard about this issue from a neighbour of mine which I was not too happy about as this cycle hangar would have a greater impact on my health. As a person who has a complex health condition Sickle Cell Anaemia it would not be viable for this item to be displayed outside 6/7 Stanley Gardens W11 I have a medical condition that constantly means I'm forever back and forwards to the hospital. Having a stroke a couple of years ago has not made things easier for me either.

The ambulance service frequently visits my home when I'm not very well as I do get shortness of breath a lot with lack of oxygen finding it very difficult to breathe. It's vital that they have somewhere to park outside my flat as it's important I get medical assistance straight away. I always drive and so having my car parked outside 6/7 Stanley Gardens W11 or having a vehicle that can take me to hospital is extremely imperative for me when I'm not well and in a lot of chest pains.

It has been advised from my doctors and the rest of my medical team (occupational therapist ) that where my condition has deteriorated it would be advisable for me to apply for a disabled parking bay through the local authority to make it more accessible to park my vehicle. There is one on Kensington Park Road which I find too far a distance for me to use especially in the winter and when it's extremely cold. I'm not happy about this cycle hangar wanting to be outside my flat as I've noticed that they do take up parking space that is crucial for emergency vehicles. There is already too much traffic and activities in the middle of Stanley Gardens because of the Hotel opposite.

I have NO problem with this item being located nearby on Stanley Crescent or Kensington Park Road which would be far more beneficial. As every where I drive I constantly see these bike hangars at the beginning of the street and not the middle.

Why has it been proposed to be sighted between 6/7 Stanley Gardens?

I'm also stressed with the constant noise levels and busyness on the street with constant taxies, Uber drivers, deliveries vans.

This street is far too small and congested as it is, so a cycle hangar will also contribute to the congestion which is far too unnecessary.

All this is making my anxiety levels worse than they've ever been so please take my concerns into consideration also.

### **Objection Nine**

I hope this letter finds you well. I am writing to express my concerns and offer alternative suggestions regarding the proposed installation of a cycle hangar in Stanley Gardens. While I am an enthusiastic supporter of initiatives aimed at promoting cycling and enhancing safety in the local area, I believe that the current proposed location is not the most practical or appropriate choice for the following reason.

The middle section of Stanley Gardens, where the cycle hangar is proposed, is home to The Portobello Hotel, which requires 24-hour access for various deliveries, drop-offs, and emergency services. It is already notorious for increased congestion and disruption in the neighborhood. The addition of a cycle hangar would further exacerbate these issues compromising safety and residential amenities for residents.

During the Notting Hill Carnival, Stanley Gardens serves as a vital Police Headquarters for four days every year. This results in a complete closure of the street to traffic, making it impossible for non-residents to access the cycle hangar. Moreover, the hangar's presence would obstruct police operations during this critical event.

Stanley Gardens is home to a collection of historic, Grade II listed buildings designed by the renowned architect Thomas Allom. These structures hold significant architectural and historic importance and contribute to the local character. The proposed cycle hangars would clash with the heritage setting and adversely affect the historic interest of the area. The hangars in the vicinity have faced issues like graffiti, visual intrusion, and litter, all of which would not align with the sensitive location of Stanley Gardens.

Stanley Gardens already faces a shortage of parking spaces. I cannot support any proposal that further diminishes parking capacity.

I strongly recommend considering alternative locations for the cycle hangar. These locations, such as the southern section of Stanley Crescent or the northern and southern junctions with Kensington Park Road, offer more suitable and less intrusive options. They are less sensitive in heritage terms, do not conflict with the Portobello Hotel's business needs, and offer ample free parking spaces. Relocating the cycle hangar to one of these locations would have a far lesser impact on residential amenity and cause less visual intrusion and practical disruption, while still serving local cyclists effectively.

Considering these concerns, I kindly request that the proposed hangar be relocated to a more suitable alternative location. Thank you for your attention to this important matter, and I appreciate your commitment to improving the local area.

**Support in Part One**

I would like to know the usage of the current cycle hangar just around the corner in Kensington Park Road opposite Waterford House. If the usage is low, then I don't see the necessity of providing another hangar a couple of hundred yards away. The hangars attract graffiti and therefore become unsightly. Although I support responsible cycling, Stanley Gardens residents' parking place are usually full and the proposed hangar would reduce the spaces even further.

**Support in Full One**

I was the one that made the request so I fully support moving forward with this.

**Support in Full Two**

I've had 2 bikes stolen so another hangar would be great

**Support in Full Three**

[No comment supplied]

**Support in Full Four**

I think it would help a lot to all the people who have their bikes and live in small spaces, like me for example. This would help a lot to organize life at home, as well as making it easier when I go out to work, being able to use my bicycle, thus contributing to less pollution and encouraging people to exercise more.

**Support in Full Five**

I support the hangar in Stanley gardens. As a worker dependent on my cycle I need somewhere to keep it from being stolen. How do I get on the list for the hangar? My support depends on being able to use the hangar. I have been on the Ken Park road hangar list for four years and am still not near the front of the queue.

**Support in Full Six**

I would love a hangar here! It would enable me to use my bike to commute easier than having to drag it up from the basement everyday.



## Appendix 9: Responses received for proposed cycle hangar in Whitehead's Grove

### Objection One

The road already lacks parking spaces with Chelsea green being a hub. The cages look terrible - the cyclists have enough privileges as it is, put a normal bike lock just like on Chelsea green. You haven't sorted out the lime boke issues which are already parked everywhere. You also have not sorted out the problem wit the illegal e-scooters going up and down the roads at speed and parking everywhere. The Chelsea Green redevelopment has cost so much money and the fountain and garden look hideous, and are not fit for purpose.

### Objection Two

I know the street - only one house owner uses a bike and they park in their backyard. Cranmer Court has their own bike storage places so by installing a bike storage unit on Whitehead's Grove will be of no use and will take up a much needed parking space. Instead of wasting money on this why don't we have more police on the streets?

### Support in Full One

THANK YOU! I've been living here nearly 3 years and have been storing my bicycle in the flat because of the lack of secure bike parks.

### Support in Full Two

Strongly support the proposal; I live in Cranmer Court and had my bike stolen within 1 week of moving in when it was parked in the existing unsecured cycle parking facilities with a lock on. It is clear that this area is popular amongst cycle thieves and that secured parking is of paramount importance.

### Support in Full Three

Strongly support the proposal; I have heard of numerous bike thefts in the area. My boyfriend's bike was stolen soon after we moved in to Cranmer Court - it was parked in the existing cycle parking facilities. However, they are not secure and it is clear thieves operate in this area. Secure cycle parking is clearly needed.

[Additional Comments]

PLEASE install these across the borough. Rates of bicycle theft are SO high and the police don't even come even when there's CCTV evidence. It is essential that residents are encouraged and able to cycle to reduce pollution, traffic and encourage healthy lifestyles across the borough. There is so much space available on whiteheads groove for this bicycle parking.

**No Opinion One**

I live in Cranmer Court and we have our own bicycle storage arrangement. The houses in the road have their own backyard and I know residents in the houses store their bikes there. This project is not needed on this street.

## **Appendix 10: Councillor comments received in response to draft report and recommendations.**

### **Earl's Court Square (both proposals)**

Cllr. Linda Wade:

I approve the recommendations for the cycle hubs in Earl's Court Square but would also welcome some movement on the Nevern Square hub.

Cllr. Tim Verboven:

The residence association is very much in favour of the bike hangers. They did a survey locally and a majority was in favour. I therefore would be keen to see the bike hangers installed.

### **Whitehead's Grove / Egerton Terrace**

Cllr. Walaa Idris:

Thank you for preparing this. For our two units, can we please have names and addresses all responses - for and against?

Caroline Dubarbier:

I cannot give you names and exact addresses for GDPR reasons, but I can say that:

Egerton Terrace: The four supporters – one lives on Egerton Terrace, two in Egerton Gardens, one on Old Brompton Road (right at the junction with Egerton Terrace). The two objectors live in Egerton Gardens.

Whitehead's Grove: The three supporters and one 'no opinion' live in Whitehead's Grove where the hangar is proposed. The two objectors live in Sprimont Place.

Cllr. Walaa Idris:

Thank you Caroline, tell us where gives a clear picture, but don't think that's enough people to go ahead with the sheds.