

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
DARNLEY TERRACE CYCLE HANGAR CONSULTATION

19 DECEMBER 2025

1 Background

- 1.1 In May 2025, the Council undertook consultation on an NCIL funded hangar in St James's Gardens, opposite the Holland Park Synagogue. Two objections and four supportive comments were received so the Council decided to proceed with the installation on 15 September 2025. On 16 September, a representative of the Synagogue wrote to the Council, asking for the hangar to be relocated believing the hangar posed a risk to worshippers attending the Synagogue. On 26 September, the hangar was moved to a new location agreed with the Synagogue representative, to the flank of no.34 St Anns Villas on St James's Gardens. On 2 October, the Synagogue acknowledged the move and thanked officers for the relocation.
- 1.2 Whilst the Council did not formally consult on the relocation - in order to action the move promptly, and because the new location was close to the original location which received just two objections - nine residents wrote to object to the new location. On 6 November, a representative of the Synagogue wrote to officers to request the hangar be relocated again on the basis of risk to worshippers.
- 1.3 Officers therefore undertook consultation on a new location in Darnley Terrace (utilising 2.5m of residents' parking bay to the flank garden wall of 13 St James's Gardens) which would position the hangar far from the Synagogue, but respect the original NCIL application without posing a substantial inconvenience to residents renting spaces within the hangar. Seven objections were received. This report considers those objections and provides an officer recommendation to the Director for Highway and Regulatory Services on how to proceed.

2 Consultation Responses

- 2.1 From 17 November to 7 December 2025, the Council undertook consultation on relocating the cycle hangar from the flank of no.34 St Anns Villas on St James's Gardens, to the flank garden wall of 13 St James's Gardens. 349 properties near the proposal received letters sign-posting them to the consultation available on the Council's web portal. Local ward councillors were made aware of the consultations by email. The proposals, including a plans of the locations can be found on the [Consultation and Engagement Hub](#).
- 2.2 Seven responses were received, from five households. The verbatim responses are available in Appendix 1.
- 2.3 Officer responses to the issues raised are detailed below:

Loss of parking space

2.4 Six respondents were concerned at the loss of a parking bay to accommodate a cycle hangar

Officer Response

The proposal is to use three metres of parking bay to host the cycle hangar. A parked car typically uses more than five metres of parking space. The Council must often balance the competing needs of residents for parking space (for both cars and bicycles). Provision of six resident bicycles in the space of less than one resident car parking space is considered a net benefit for residents. Moreover, this proposal is to relocate a hangar that is currently occupying three metres of resident parking space on St James's Gardens so in total there will be no net loss of parking in the local area.

The Council is aware that car club operator ZipCar plans to withdraw from RBKC by the end of December. With that in mind, officers propose to undertake statutory consultation on conversion of the car club bay nearby on St James's Gardens to Pay by Phone parking at its next available opportunity and conversion of the Pay by Phone bay opposite no. 18 St James's Gardens to residents parking. If implemented, this would mean a net gain in residents' parking in the local area even if the cycle hangar proposal proceeds.

Congestion

2.5 Three respondents said they believed the proposed hangar would create congestion around the entry into Darnley Terrace.

Officer Response

As cycle hangar units are smaller than an average car and are proposed in existing car parking bays, the proposal would not narrow the carriageway to any greater extent than a car that is parked in the same position. The cycle hangar would not remove carriageway space.

Install the cycle hangar in an alternative location

2.6 Some respondents suggested alternative locations, such as in other roads, in Pay by Phone parking bays or by utilising the Car Club bay on St James's Gardens once Zip Car withdraws their service.

Officer Response

In the case of this unit, the spaces within the hangar are already fully allocated, and so it would be hard for residents of another street (such as Addison Avenue) to understand why a hangar were being proposed in their road, when they had not requested it, nor have any prospect of accessing the hangar in the near future.

As cycle hangars are intended for resident use, rather than visitor use, the Council normally implements them in residents' bays rather than Pay by Phone bays. The current location is already using residents' bay space nearby.

The Car Club bay (and numerous Pay by Phone bays) on the western side of the garden square on St James's Gardens is unsuitable for a cycle hangar due to the narrow width of the footway making it difficult to place bikes in and out of the hangar.

Previous consultation deemed Darnley Terrace unsuitable for a cycle hangar

2.7 Two respondents from one household said that a previous consultation had deemed Darnley Terrace unsuitable for a cycle hangar on Darnley Terrace.

Officer Response

The Council has not consulted on a cycle hangar in Darnley Terrace before. Officers believe the respondents mean a proposal for a rental e-bike parking bay in 2023 which the Council did not implement. But even if a cycle hangar had been consulted on before, the Council is not restricted indefinitely by decisions made previously.

The hangars are visually intrusive

2.8 One respondent did not want the hangars to be relocated as they consider it an eyesore they would see when leaving the house each day.

Officer Response

The Council must often balance the needs of residents with the visual impact on-street. To a large degree, visual appearance is a matter of subjective taste. Cycle hangars are designed for residential areas where they are most likely to be used for overnight storage. They have been installed in various residential locations in Kensington and Chelsea, and this type of bike hangar is extremely common across inner London. The proposed location is against a flank brick wall and not directly outside of a home.

3. Recommendation

Officers recommend that the Director of Highway and Regulatory Services proceed with the relocation of the cycle hangar from the flank of no.34 St Anns Villas on St James's Gardens, to the flank garden wall of 13 St James's Gardens.

Appendix 1: Objections received to the proposal.

1	I do not what the hangar there because we look directly at it when we leave our house everyday, also there are several green bikes that are left there everyday and it already looks a mess!
2	<p>There has been a consultation on this and was deemed not suitable to have a cycle hangar on Darnley Terrace. The arguments still stand.</p> <ul style="list-style-type: none"> - A number of cars from residents on St Anns Road and Wilsham Street park on Darnley Terrace as it is much quieter. This already creates a lot of congestion and difficulty to park for the residents who actually live on Darnley Terrace. There are a number of residents living on Darnley Terrace who are elderly and/or with children and need parking near their houses but regularly struggle to do so because of this. - Darnley Terrace also has a lot of traffic from St Anns cutting through to join Holland Park Avenue - this Hangar would create even more congestion around the entry into Darnley Terrace. - Lime bikes regularly get dropped in resident parking areas in Darnley Terrace which blocks parking bays already, taking away another resident parking bay will create even more congestion and supply issues of parking spaces for residents. - If the cycle hangar does need to be moved away from the synagogue I suggest you use one of the paid parking bays on St James Gardens or Addison Avenue which has able space.
3	<p>The proposed location on Darnley Terrace is not suitable for the following reasons:</p> <ul style="list-style-type: none"> - A number of cars from residents on St Anns Road and Wilsham Street park on Darnley Terrace as it is relatively quieter. This already creates a lot of congestion and difficulty to park for the residents who actually live on Darnley Terrace. There are a number of residents living on Darnley Terrace who are elderly or with children and need to park near their houses but are often unable to.. - Darnley Terrace also has a lot of traffic from St Anns cutting through to join Holland Park Avenue - the proposed hangar would create even more congestion around the entry into Darnley Terrace. - Lime bikes regularly get dropped in resident parking areas in Darnley Terrace which blocks parking bays already. Taking away another resident parking bay will create even more congestion and supply issues of parking spaces for residents. - If the cycle hangar does need to be moved away from the synagogue I suggest you use one of the paid parking bays on St James's Gardens or Addison Avenue which has ample space.
4	Parking is often very limited on Darnley terrace. Removing more space will only add to this. I would suggest using one of the many pay and display bays around St James's Gardens.
5	<ol style="list-style-type: none"> 1. The consultation provides no information on (a) the level of use of the existing cycle hangar so as to inform consultees whether it needs to be relocated (or could just be removed) or (b) the reasons for the relocation. Proximity to a place of worship has no obvious relevance to whether the current location is suitable or not. 2. The consultation provides no information on the selection criteria for choosing an alternative location so consultees are left to guess what they might be. 3. The alternative location proposed is currently providing resident parking bays and is very heavily used throughout the day and night. There is considerable parking stress/demand for the resident parking spaces on Darnley Terrace, in part due to the fact that no on-street parking is available on the nearby parts of St Anns Road due to the presence of two zebra crossings and their zig zags and a daytime yellow line restriction. Residents of that part of St Anns Road (as well as residents of Darnley Terrace) therefore have to 'compete' for the limited space available on Darnley Terrace if they are to park within a reasonable distance of their homes. Reducing the amount of resident parking will be detrimental to many local residents and is not justified. 4. If a relocation from the existing location is justified, RBKC should reallocate either (a) the

	Zip Car designated space on St James Gardens (Zip Car has announced that it is ceasing operations in London in December 2025 so that space will soon become redundant), or (b) one of the pay and display spaces on St James Gardens (which are lightly used). Either of these options would not impact on the amount of residents' parking and also would be closer to the existing location so less inconvenient to any existing users of the current cycle hangar.
6	I strongly oppose the installation:- - the demand for residents parking greatly out strips supply and I am assuming this will result in the loss of a least one residential space - a short distance away there are many pay for display bays around St James's Square - it would be better located there. - The junction of Darnley Terrace with St Anns Road becomes very congested - it is used as a cut through and congestion will be exacerbated by rat running if the Holland Park Roundabout Cycle Lane goes ahead - traffic is very often blocked The cycle hangar should not be located by the junction - there is plenty scope to late it on the square
7	The proposed new site is in a stretch of road which is heavily parked with competition for space from both Darnley Terrace residents and residents from the adjacent parts of St Ann's Road where there is no on street parking because of zebra crossings and the busy road.