

Bike Hangars - Local Consultation Results

Ealing Council are installing bike hangars in summer 2025 as part of our commitment to deliver at least 150 hangars by 2026. The installation of bike hangars across the borough is in line with Ealing's commitment to zero carbon emissions and encouraging residents to cycle. Cycling is incredibly beneficial to our mental and physical wellbeing and can reduce the risk of a number of health conditions. Evidence from other London boroughs shows that the installation of bike hangars increases the uptake of cycling, and in time this reduces overall motor traffic and the need for car parking space in the future.

This batch of hangars is planned for Ealing Common, Hanwell Broadway, North Acton, Northfield, Pitshanger, South Acton, Southfield and Walpole. The local consultations took place in April to May 2025, with a letter delivered to each household to allow residents living near the proposed bike hangar location to share their views. We have considered the responses alongside the number of requests received in each location.

If a location was deemed suitable for a bike hangar, we will now proceed with a Traffic Management Order. This is a legal document, under the Road Traffic Regulation Act 1984, which regulates the use of highways for movement and parking. A Traffic Management Order involves a 21-day statutory consultation, advertised on lamp-posts on the street, which will then fully consider any objections before a decision is made on installing the hangar.

As part of the Travel In Ealing Charter, which was adopted in June 2023, we affirmed that we will not treat engagement exercises as though they are referendums. Local consultations allow us to collate responses from residents and understand their views. All objections are noted and this report addresses all issues raised by residents. We remain committed to following the evidence and underlying principles for our schemes, and we do not base decisions solely on questions requiring simple yes/no answers. We are responding to very high demand for safe cycle storage across Ealing, and are following the principle that providing six residents with cycle parking is a greater resident benefit than retaining parking space for one car.

This report outlines the feedback from residents and the resulting decision by Ealing Council for each proposed location. You can click the road name to skip to the relevant page:

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Cairn Avenue

Number of responses: 1

Number of households that received a letter: 52

Number of requests for a bike hangar: 5

Response rate: 2%

Responses

Yes - support installation: 1

No - oppose installation: 0

Neutral/other location suggested: 0

Summary of responses received from residents: The response was supportive of bike hangars but does not feel the hangar is necessary in this area as garages and gardens are available for storage.

Response from council: For this proposed location, there were 5 requests within 200 metres and 11 people on the waiting list for the nearest hangar.

The council has received feedback from its latest installations that extra attention must be paid to sight lines at junctions due to the larger size of the new type of bike hangars. This location was chosen before the feedback and therefore the team will look to move the exact location further away from the flats access road. This will be represented in the traffic management order.

Outcome: proceed to Traffic Management Order on Cairn Avenue in modified position, approximately 10 metres west of originally proposed location at 1 Cairn Avenue.

Chandos Avenue

Number of responses: 6

Number of households that received a letter: 57

Number of requests for a bike hangar: 9

Response rate: 10.5%

Responses

Yes - support installation: 3

No - oppose installation: 3

Neutral/other location suggested: 0

Summary of responses received from residents: The council received 3 responses in support of the bike hangar, with two of those suggesting slight adjustments. An equal number of responses were received in opposition, asking for reconsideration of the proposed location due to proximity to a bedroom window, concerns about safety or antisocial behaviour (mostly in relation to an alleyway), and loss of car parking space.

Response from council: Of the six responses received, three were strongly in support of the proposed bike hangar.

We've carefully considered all feedback, including concerns about the hangar's proximity to an alleyway. We will adjust its position to avoid being directly behind the alleyway, in the interest of resident safety and comfort. This new position will be near the originally consulted location but adjusted in light of this feedback.

Concerns about parking pressure were also noted, but a single car parking space can benefit a household, whereas the hangar provides safe storage for up to six bikes. We believe this is a more efficient and sustainable use of space.

We appreciate the input from residents and will proceed with an adjusted plan that reflects this feedback.

Outcome: proceed to Traffic Management Order on Chandos Avenue with adjusted position, on the opposite side of the road near 174c Chandos Avenue.

Drayton Road

Number of responses: 6

Number of households that received a letter: 47

Number of requests for a bike hangar: 8

Response rate: 12.8%

Responses

Yes - support installation: 2

No - oppose installation: 4

Neutral/other location suggested: 0

Summary of responses received from residents: We received six responses to the consultation. Two were supportive, highlighting the need for secure cycle storage for residents. Concerns raised included parking pressure, whether the location was necessary, potential loitering or crime due to its position near an alleyway, and the presence of cycle racks at the nearby station.

Response from council: We recognise concerns about parking, but a bike hangar supports six cyclists in the same space as that occupied by one car, making it a more efficient use of public space. There is no evidence that hangars attract crime, and nearby hangars have waiting lists, demonstrating clear demand. While cycle racks exist at the station, they serve commuters and not residents needing secure, long-term storage. We will proceed to statutory consultation based on this feedback and ongoing demand.

Outcome: proceed to Traffic Management Order on Drayton Road.

Glencairn Drive

Number of responses: 0

Number of households that received a letter: 37

Number of requests for a bike hangar: 3

Response rate: 0%

Responses

Yes - support installation: 0

No - oppose installation: 0

Neutral/other location suggested: 0

Summary of responses received from residents: no responses received.

Response from council: The council has received 3 requests nearby and there are 14 people on the waitlist for the nearest hangar. Therefore, as we can see the demand is there, we will proceed to statutory consultation.

Outcome: proceed to Traffic Management Order on Glencairn Road.

Grange Road

Number of responses: 3

Number of households that received a letter: 67

Number of requests for a bike hangar: 5

Response rate: 4.5%

Responses

Yes - support installation: 1

No - oppose installation: 1

Neutral/other location suggested: 1

Summary of responses received from residents: We received three responses to the consultation. One resident was fully supportive of the installation, while another expressed support for bike hangars in general but questioned this specific location. A third respondent felt there was no need for a hangar due to private bike storage on the road and raised concerns that, as a busy cut-through, the road is already congested and the hangar could add to this.

The resident in support asked about reducing the speed and volume of traffic down Grange Rd.

Response from council: While some households may have private bike storage, not all residents do and demand in the immediate area reflects this. We have received five individual requests for a hangar directly adjacent to the proposed location, and nearby hangars have waiting lists of 51 and 36 people respectively.

In terms of congestion, bike hangars occupy a single parking space and do not increase traffic. On the contrary, they promote cycling, which reduces car use over time. Given the level of local demand and broader aims to support active travel, we will proceed with the statutory consultation.

We receive far more queries relating to speed and traffic volume than we are able to action, in terms of mitigation, as well as conducting surveys, owing to limited internal and TfL funding. As a result, we prioritise roads based on local knowledge, resident feedback, the possibility of an intervention, and road traffic collisions. Once prioritisation has taken place between all locations we have been notified about across the borough, on-street surveys will commence for locations with the highest priority. This response has been logged on the council's prioritisation matrix.

The council has received feedback from its latest installations that extra attention must be paid to sight lines at junctions due to the larger size of the new type of bike hangars. This location was chosen before the feedback and therefore the team will look to move the hangar further into the bays, approximately 12 metres east. This will be represented in the traffic management order.

Outcome: proceed to Traffic Management Order on Grange Road in modified position, approximately 12 metres east of originally proposed location.

Junction Road

Number of responses: 5

Number of households that received a letter: 56

Number of requests for a bike hangar: 9

Response rate: 8.9%

Responses

Yes - support installation: 0

No - oppose installation: 5

Neutral/other location suggested: 0

Summary of responses received from residents: Parking pressure was the main concern of the residents on the road. There is a general concern it is not residents that are parking here, in particular on Brentford FC matchdays. Other residents have raised the fact that another bike hangar is not needed.

Response from council: the bike hangar currently on Junction Road has 77 people on the waitlist, and we therefore know that demand is high in this area.

We recommend that if residents wish to alter the controlled parking regulations in this area, they should speak to ward councillors and bring forward a petition to show the scale of local support for the scheme.

Outcome: proceed to Traffic Management Order on Junction Road.

Mayfield Avenue

Number of responses: 3

Number of households that received a letter: 53

Number of requests for a bike hangar: 14

Response rate: 5.6%

Responses

Yes - support installation: 1

No - oppose installation: 0

Neutral/other location suggested: 2

Summary of responses received from residents: We received three responses to the consultation. One respondent was in support of the installation. Two respondents required clarification on the proposed bike hangar location, as the original consultation letter had provided an incorrect street address.

Response from the council: These respondents who requested location clarification have been contacted, with the correct location being at the side of 1 Northcroft Rd, on Mayfield Avenue. We will proceed with the statutory consultation based on this feedback.

Outcome: proceed to Traffic Management Order on Mayfield Avenue.

Station Road

Number of responses: 4

Number of households that received a letter: 59

Number of requests for a bike hangar: 4

Response rate: 6.8%

Responses

Yes - support installation: 2

No - oppose installation: 1

Neutral/other location suggested: 1

Summary of responses received from residents: We received four responses to the consultation. Two respondents were in support of the installation, with one respondent being supportive but suggesting CCTV be installed to deter bike theft. A third respondent asked to apply for a space in this proposed hangar. The fourth respondent opposed the installation due to its specific location near the traffic bollards and hindering access to the adjacent building.

Response from council: There is currently no evidence that this type of bike hangar has been subject to bike theft in Ealing.

In terms of the specific location, the council has received feedback from its latest installations that extra attention must be paid to sight lines at junctions due to the larger size of the new type of bike hangars. This location was chosen before the feedback and therefore the team will look to move the hangar further away from the Laurel Gardens junction. We are also considering shifting this hangar to be adjacent to the traffic bollards. This will be represented in the statutory consultation.

Outcome: proceed to Traffic Management Order on Station Road in modified position, outside 8 Station Road.

Venetia Road

Number of responses: 3

Number of households that received a letter: 63

Number of requests for a bike hangar: 6

Response rate: 4.7%

Responses

Yes - support installation: 3

No - oppose installation: 0

Neutral/other location suggested: 0

Summary of responses received from residents: We received three responses to the consultation. All three respondents were in support of the installation.

Since this hangar was consulted on, some adjustment of its location may be necessary due to existing vegetation and street furniture. This will be on the opposite side of Venetia Road, near this originally-consulted location.

Response from council: We will proceed with the statutory consultation based on this feedback.

Outcome: proceed to Traffic Management Order on Venetia Road with modified location, at the side of 62 South Ealing Road.