

## **Bike Hangars batch 2 - Local Consultation Results**

Ealing Council are installing bike hangars in Autumn 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, North Acton, South Acton, and Southfield. The local consultations took place in August 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 prior to and in addition to any statutory consultation, which helps us reach more residents. 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. We are responding to very high demand for safe cycle storage across the borough, and are following the principle that providing six residents with cycle parking is a greater benefit to the community 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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## **Avenue Road**

Number of responses: 3

Number of households that received a letter: 72

Number of requests for a bike hangar: 4

Response rate: 4.2%

### **Responses**

Yes - support installation: 2

No - oppose installation: 1

Neutral/other location suggested: 0

**Summary of responses received from residents:** Two residents responded in support of the installation. One resident opposed it because of car parking and the area not needing bike storage.

**Response from council:** The Council has 4 requests for bike hangars in the area, and there is known demand for a bike hangar. 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.

**Outcome:** Proceed to Traffic Management Order.

## **Brookfield Road**

Number of responses: 7

Number of households that received a letter: 130

Number of requests for a bike hangar: 6

Response rate: 5.4%

### **Responses**

Yes - support installation: 3

No - oppose installation: 4

Neutral/other location suggested: 0

**Summary of responses received from residents:** Three residents are in support of the hangar. The four objections mention parking pressure, obstruction of the pavement, noise pollution and lack of evidence of demand.

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

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. The bike hangar is also placed in a parking space, having no direct impact on the pavement/footway, will have no bigger noise impact than residents closing car doors or driving down the road, and no bigger impact on space than someone exiting and entering a car.

**Outcome:** proceed to Traffic Management Order on Brookfield Road.

## **Birkbeck Road**

Number of responses: 4

Number of households that received a letter: 157

Number of requests for a bike hangar: 14

Response rate: 2.5%

### **Responses**

Yes - support installation: 4

No - oppose installation: 0

Neutral/other location suggested: 0

**Summary of responses received from residents:** The Council received four responses to the bike hangar consultation on Birkbeck Road, all in support.

**Response from council:** As all residents are in support, the Council will continue to the statutory consultation as detailed in paragraph 3 of the introduction to this report.

**Outcome:** proceed to Traffic Management Order on Birkbeck Road.

## Highlands Avenue

Number of responses: 2

Number of households that received a letter: 96

Number of requests for a bike hangar: 9

Response rate: 2.1%

### Responses

Yes - support installation: 2

No - oppose installation: 0

Neutral/other location suggested: 0

**Summary of responses received from residents:** the two responses received are both in support of the installation.

**Response from council:** both responses were in support of the bike hangar, therefore we will continue to Traffic Management Order.

**Outcome:** proceed to Traffic Management Order on Highlands Avenue.

## **Ivy Crescent**

Number of responses: 7

Number of households that received a letter: 135

Number of requests for a bike hangar: 8

Response rate: 5.2%

### **Responses**

Yes - support installation: 2

No - oppose installation: 5

Neutral/other location suggested: 0

**Summary of responses received from residents:** Two responses were in support of the bike hangar.

The responses in objection mentioned parking pressure, the perceived lack of need, and a need to understand if the other bike hangar on the road is actually being utilised.

**Response from council:** We acknowledge concerns about parking pressure; however, a single bike hangar can securely store six bicycles in less space than is needed for one car, making it a more efficient and sustainable use of public space.

While some households have private bike storage, not all 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 the existing hangar on the street is full with 15 people on the waitlist.

**Outcome:** proceed to Traffic Management Order on Ivy Crescent.

## **Kenilworth Road**

Number of responses: 3

Number of households that received a letter: 66

Number of requests for a bike hangar: 4

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 respondent was in support of the installation and requested space in the hangar. One respondent was neutral but suggested alternative locations due to parking pressures and congestion it may cause at the junction with Warwick Road. One respondent opposed the installation, due to existing parking pressure and questioned whether the hangar would be used, suggesting an alternative location.

**Response from council:** We acknowledge concerns about parking pressure; however, a single bike hangar can securely store six bicycles in less space than is needed for one car, making it a more efficient and sustainable use of public space.

While some households have private bike storage, not all do, and demand in the immediate area reflects this. We have received three individual requests for a hangar directly adjacent to the proposed location, and the nearby hangar one street away is full with 51 people on the waitlist.

**Outcome:** proceed to Traffic Management Order on Kenilworth Road.



## **Petersfield Road**

Number of responses: 10

Number of households that received a letter: 163

Number of requests for a bike hangar: 10

Response rate: 6.1%

### **Responses**

Yes - support installation: 5

No - oppose installation: 5

Neutral/other location suggested: 0

**Summary of responses received from residents:** We received ten responses to the consultation. Five respondents were in support of the installation, with two of these requesting spaces in the hangar. Five respondents opposed the installation, all mentioning parking pressure, while three also questioned whether the other hangar on the road is actually being utilised.

**Response from the council:** We acknowledge concerns about parking pressure; however, a single bike hangar can securely store six bicycles in less space than is needed for one car, making it a more efficient and sustainable use of public space.

While some households have private bike storage, not all do, and demand in the immediate area reflects this. We have received six individual requests for a hangar directly adjacent to the proposed location, and the existing hangar on the street is full with 23 people on the waitlist.

**Outcome:** proceed to Traffic Management Order on Petersfield Road.

## **Saville Road**

Number of responses: 5

Number of households that received a letter: 158

Number of requests for a bike hangar: 5

Response rate: 3.2%

### **Responses**

Yes - support installation: 3

No - oppose installation: 1

Neutral/other location suggested: 1

**Summary of responses received from residents:** We received five responses to the consultation. Three respondents were in support of the installation, with one respondent requesting space in the hangar. One respondent was neutral but asked whether the residents need secure bike parking. The fifth respondent opposed the installation due to existing parking pressure on the street.

**Response from council:** We acknowledge concerns about parking pressure; however, a single bike hangar can securely store six bicycles in less space than is needed for one car, making it a more efficient and sustainable use of public space.

While some households have private bike storage, not all do, and demand in the immediate area reflects this. We have received three individual requests for a hangar directly nearby the proposed location, and the existing closest hangar is full with 126 people on the waitlist.

**Outcome:** proceed to Traffic Management Order on Saville Road.

## **Southfield Road**

Number of responses: 1

Number of households that received a letter: 65

Number of requests for a bike hangar: 5

Response rate: 1.5%

### **Responses**

Yes - support installation: 0

No - oppose installation: 1

Neutral/other location suggested: 0

**Summary of responses received from residents:** The resident's response was a question on why the council felt there was the demand here to install a bike hangar.

**Response from council:** The Council can see that there are 5 requests in the vicinity of this bike hangar. The bike hangar one road over on Whellock Road also has 33 people on the waitlist.

**Outcome:** proceed to Traffic Management Order on Southfield Road.