

## Traffic Management Order objections – March 2026, Micromobility Parking Bays Batch 5



Ealing Council are installing marked micromobility bays across the borough to enable access to micromobility (rental e-bike and e-scooter) services. Plans to develop a network of bays across the borough started in Southall, Northolt and Greenford. These were areas where micromobility had previously not been operational. This current batch of bays and subsequent batches will be focusing on replacing 'virtual' bays (only visible on the operator's apps) with marked bays and providing bays where there are currently gaps in provision. This overall approach of replacing 'virtual' bays which are typically on the footway will help to reduce footway clutter and improve accessibility for pedestrians. This approach aims to better manage the parking rental e-bikes and e-scooters. The council recently agreed to the implementation of an enforcement policy, giving enforcement officers the authority to issue FPNs to obstructively parked vehicles (rental e-bikes and e-scooters). This will help hold operators to account and keep parking locations tidier.

This 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 shows that users of rental e-bike services are more likely to take up cycling on their own bicycle in the future. Ealing Council's Transport Strategy (2019) focuses on modal shift away from cars, reducing the environmental footprint of transport, and improving road safety. This strategy is currently being refreshed, and will continue to take the approach of supporting residents to walk, wheel, cycle and use public transport for their everyday journeys. Supporting micromobility is in line with this strategy, and loss of residential parking is not sufficient reason not to proceed with a proposed micromobility parking bay.

Date Received	Site related to	Issue raised through TMO	Response from Council
<p><b>09/02/2026</b> <b>3 responses</b></p> <p><b>10/02/2026</b> <b>16 responses</b></p> <p><b>23/02/2026</b> <b>1 response</b></p>	Airedale Road	<ul style="list-style-type: none"> <li>• Local residents don't want the scheme and won't use it. Limited likely use of the scheme</li> <li>• Abandoned bikes causing issues for parents with prams, disabled and elderly residents</li> <li>• This is a busy junction and could cause safety risk especially to local schoolchildren</li> <li>• Too many schemes in local area already on Weymouth Avenue such as bike hangars, EVCP and School Street</li> <li>• Possibility of mis-use by local schoolchildren</li> <li>• Too close to housing; first-floor bedroom is 6.1m from proposed bay. Noise pollution will cause sleep disturbance and impact on privacy owing to proximity.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Council to reconsider location and assess alternatives nearby</b>, given concerns raised by residents, namely the cumulative impact of the nearby School Street and other council initiatives including bike hangars and electric vehicle charging points. There will still be a good density of micromobility bays if this one is not brought forward.</li> <li>• Marked bays are clearly marked for vehicles to park inside and will provide organized parking of vehicles</li> <li>• Police informed the council there have been no confirmed cases of anti-social behaviour related to micromobility parking bays throughout Ealing</li> </ul>

Date Received	Site related to	Issue raised through TMO	Response from Council
<p><b>02/02/2026</b> <b>1 response</b></p> <p><b>10/02/2026</b> <b>1 response</b></p> <p><b>13/02/2026</b> <b>1 response</b></p> <p><b>15/02/2026</b> <b>1 response</b></p> <p><b>25/02/2026</b> <b>1 response</b></p>	Boileau Road	<ul style="list-style-type: none"> <li>• Many pedestrians walking along here and clutter from the bay will obstruct accessibility</li> <li>• Better placed by North Ealing Station</li> <li>• Residents want to develop a small community garden on the grassed area by the parking bay. The proposed bay would get in the way of this.</li> <li>• Congestion on this section of Boileau Road which is also the intersection of rat-runs and this corner is already difficult to navigate</li> <li>• This location is used as a school pick-up and drop-off point</li> <li>• Mess caused by poorly parked bikes</li> <li>• Alternative location could be considered on Hanger Vale Lane</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Council to reconsider location and assess alternatives nearby</b>, specifically Hanger Vale Lane or Golf Road. This is owing to concerns raised by residents relating to this specific location on Boileau Road.</li> <li>• Proposed marked bays are clearly marked for vehicles to park inside and will provide more organized parking of vehicles. Poorly parked vehicles are to be monitored and removed by the operators. Additionally, the council is implementing an enforcement policy to fine operators for any obstructively parked vehicles.</li> <li>• There is already a marked bay at North Ealing Station</li> </ul>
<p><b>23/02/2026</b> <b>1 response</b></p> <p><b>24/02/2026</b> <b>2 responses</b></p> <p><b>25/02/2026</b> <b>2 responses</b></p>	Carlyle Road	<ul style="list-style-type: none"> <li>• Parking pressure, removing 2x bays would be problematic</li> <li>• Already lost parking owing to installation of bike hangars and electric vehicle charging bays. 4x bays on the western end of Carlyle Road and a similar number in Junction Road and Murray Road</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Proceed to installation</b></li> <li>• We recognise concerns about parking, but a micromobility bay supports multiple daily trips in the same space as that occupied by two cars, making it a more efficient use of public space</li> <li>• The noted bike hangars are on Junction Road and the noted electrical charging points are on the far western end of Carlyle Road</li> <li>• The bike hangar on Junction Road/Carlyle Road is currently full, with a waitlist of 7 residents. This suggests potential demand for micromobility in the local area.</li> </ul>

Date Received	Site related to	Issue raised through TMO	Response from Council
20/02/2026 4 responses	Castlebar Park	<ul style="list-style-type: none"> <li>• Many schoolchildren will pass by this location daily</li> <li>• These bays are never tidy and cause a mess / hazard for elderly people</li> <li>• Pressurised parking location during school pick-up and drop-off</li> <li>• Better location on Albert Road or Victoria Road/Castlebar Park junction</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Proceed to installation</b></li> <li>• The bay location is clearly marked for vehicles to park inside and will provide more organized parking of vehicles. Poorly parked vehicles are to be monitored and removed by the operators. Additionally, the council is implementing an enforcement policy to fine operators for any obstructively parked vehicles.</li> <li>• Albert Road was considered, but is not a route on Ealing's approved Cycle Network Plan as Castlebar Park is, and is not along a through route to Pitshanger Lane. The Victoria Road location will not be in close proximity to or convenient for access to the high street.</li> </ul>
21/02/2026 1 response			
22/02/2026 3 responses			
23/02/2026 2 responses			
24/02/2026 3 responses			
25/02/2026 2 responses			

Date Received	Site related to	Issue raised through TMO	Response from Council
06/02/2026 5 responses	Chandos Avenue	<ul style="list-style-type: none"> <li>• Not suitable for narrow residential road. Choose location near to commercial activities instead</li> <li>• Obstruction of pavements affecting disabled residents when bikes are left outside of marked lining</li> <li>• Can restrict sight line at junction</li> <li>• Results in visual clutter and a sense of disorder with abandoned or knocked over bikes</li> <li>• Parking pressure - many households don't have driveways</li> <li>• These bays may encourage anti-social behaviour</li> <li>• Fire risk from lithium batteries</li> <li>• Risk of property price falling given proximity of bay to houses</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Proceed to installation</b></li> <li>• The bay location is clearly marked for vehicles to park inside and will provide more organized parking of vehicles. Poorly parked vehicles are to be monitored and removed by the operators. Additionally, the council is implementing an enforcement policy to fine operators for any obstructively parked vehicles.</li> <li>• Highways engineers confirmed the bay will not affect sight lines at the junction as it sits within an existing parking bay that can already be occupied by a car at any time</li> <li>• We recognise concerns about parking, but a micromobility bay supports multiple daily trips in the same space as that occupied by one car, making it a more efficient and sustainable use of public space</li> <li>• Operators conduct rigorous maintenance schedules on all vehicles and all batteries are provably resilient to key triggers of thermal runaway, resulting in an exceptionally low risk from lithium fires</li> <li>• There's no evidence to suggest property prices will fall as a result of implementing this bay</li> <li>• Following feedback during the bike hangar consultation to place the hangar on the north side of the road, the micromobility bay will also be placed there. Placing them next to one another should increase likelihood of tidiness of the bay.</li> </ul>
07/02/2026 6 responses			
08/02/2026 3 responses			
09/02/2026 2 responses			
18/02/2026 1 response			
23/02/2026 7 responses			
24/02/2026 2 responses			
25/02/2026 2 responses			

Date Received	Site related to	Issue raised through TMO	Response from Council
18/02/2026 1 response	Denehurst Gardens	<ul style="list-style-type: none"> <li>• This location is a gateway for three local secondary schools who may mis-use the service</li> <li>• No demand for this scheme by local residents</li> <li>• Minimal parking for cars already</li> <li>• Bikes and scooters are often dumped</li> <li>• Existing bay outside Twyford High School</li> <li>• Risks increasing drug and antisocial behaviour</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Council to remove proposed location.</b> This is owing to lower usage of nearby virtual bay relative to other locations as well as proximity of existing bay outside Twyford High School.</li> <li>• Police informed the council there have been no confirmed cases of anti-social behaviour related to micromobility parking bays throughout Ealing</li> </ul>
19/02/2026 2 responses			
20/02/2026 7 responses			
21/02/2026 1 response			
22/02/2026 1 response			
23/02/2026 2 responses			
25/02/2026 1 response			

Date Received	Site related to	Issue raised through TMO	Response from Council
25/02/2026 1 response	Dorset Road	<ul style="list-style-type: none"> <li>• Nearby School Street causes pressure at school pick-up and drop-off times</li> <li>• Safety issues being close to the junction with South Ealing Road</li> <li>• Footway location on South Ealing Road is a better alternative</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Proceed to installation</b></li> <li>• This location is far enough away from the School Street</li> <li>• Highways engineers confirmed the bay will not affect sight lines at the junction as it sits within an existing parking bay that can already be occupied by a car at any time</li> <li>• Marked bay on the road rather than on the footway will help to remove pavement clutter which causes accessibility issues for pedestrians. This will develop parking capacity in the area close to South Ealing Station to ensure bays do not exceed capacity.</li> </ul>
11/02/2026 1 response	Drayton Road	<ul style="list-style-type: none"> <li>• Parking stress caused by cumulative effect of four EV charging bays at northern end of Drayton Road, the displacement from School Street restrictions and this proposal will affect this one road too much</li> <li>• Alternative on Manor Road would be suitable and this road is less affected by other local schemes</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Proceed to installation</b></li> <li>• Proximity to West Ealing Station as a key trip attractor for micromobility services</li> <li>• Marked bay on the road will help to remove current pavement clutter which causes accessibility issues for pedestrians at existing 'virtual' bay location on The Avenue</li> <li>• The bike hangar on Drayton Road is currently full, with a waitlist of 12 residents. This suggests potential demand for micromobility in the local area.</li> <li>• Drayton Road location is closer to West Ealing Station and is not in the direct line of residential frontages as an alternative location on Manor Road would be</li> </ul>

Date Received	Site related to	Issue raised through TMO	Response from Council
<p><b>06/02/2026</b> <b>2 responses</b></p> <p><b>16/02/2026</b> <b>1 response</b></p>	Durham Road	<ul style="list-style-type: none"> <li>• Parking pressure already exists for residents and visitors</li> <li>• Bikes may fall over and may attract litter</li> <li>• Safety issue of bikes blocking pavements affecting disabled residents</li> <li>• Fire risk of lithium batteries from the vehicles</li> <li>• Bay shouldn't be on a residential street with narrow pavements</li> <li>• Limited evidence of sufficient usage to justify more bays</li> <li>• Another bay planned on nearby Olive Road</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Proceed to installation</b></li> <li>• We recognise concerns about parking, but a micromobility bay supports multiple daily trips in the same space as that occupied by one car, making it a more efficient and sustainable use of public space</li> <li>• The bay location is clearly marked for vehicles to park inside. Poorly parked vehicles are to be monitored and removed by the operators. Additionally, the council is implementing an enforcement policy to fine operators for any obstructively parked vehicles.</li> <li>• Operators conduct rigorous maintenance schedules on all vehicles and all batteries are provably resilient to key triggers of thermal runaway, resulting in an exceptionally low risk from lithium fires</li> </ul>

Date Received	Site related to	Issue raised through TMO	Response from Council
07/02/2026 2 responses	Gloucester Road	<ul style="list-style-type: none"> <li>• Busy location with walkers and school-children. Any overspill of the bay would cause issues</li> <li>• Busy road in terms of parking</li> <li>• Better alternatives nearby</li> <li>• Parking pressure caused by car free development on Clovelly Road</li> <li>• Alternative location on Windermere Road/Lothair Road, or Windermere Road by junction with Alacross Road</li> <li>• Crime and antisocial impact assessment required</li> <li>• Pedestrian flow and safety assessment required</li> <li>• Visibility and traffic modelling required</li> <li>• Better location on Lothair Road</li> <li>• E-bikes present a danger to vulnerable and disabled residents</li> <li>• Should say “NW side of” in the TMO, not SW as stated</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Council to reconsider location and assess alternatives nearby</b>, specifically Church Lane. This is owing to concerns raised by residents. The alternative location would also serve Lammas Park more directly as well as other local trip attractors.</li> <li>• Police informed the council there have been no confirmed cases of anti-social behaviour related to micromobility parking bays throughout Ealing</li> <li>• A marked bay on the road will help to remove pavement clutter which causes accessibility issues for pedestrians</li> <li>• Highways engineers review visibility with proposed bays, generally this is not impacted as bikes would sit in an existing parking bay that can already be occupied by a car</li> </ul>
15/02/2026 1 response			
16/02/2026 1 response			
18/02/2026 1 response			
20/02/2026 9 responses			
22/02/2026 4 responses			
23/02/2026 2 responses			
24/02/2026 2 responses			

Date Received	Site related to	Issue raised through TMO	Response from Council
<p><b>08/02/2026</b> <b>1 response</b></p> <p><b>24/02/2026</b> <b>1 response</b></p> <p><b>25/02/2026</b> <b>3 responses</b></p>	<p>Junction Road (North)</p>	<ul style="list-style-type: none"> <li>• Resident parking issues</li> <li>• Siting in residential permit zones wrong priority; should be close to commercial activities</li> <li>• Issues around tidiness of bays</li> <li>• Increased risk of collisions</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Proceed to installation</b></li> <li>• We recognise concerns about parking, but a micromobility bay supports multiple daily trips in the same space as that occupied by one car, making it a more efficient and sustainable use of public space</li> <li>• While commercial areas are key trip attractors, we also aim to serve residential areas with micromobility services within walking distance</li> <li>• The bay location is clearly marked for vehicles to park inside. Poorly parked vehicles are to be monitored and removed by the operators. Additionally, the council is implementing an enforcement policy to fine operators for any obstructively parked vehicles.</li> <li>• Evidence from a nearby bay in Hounslow shows multiple daily trips, and waiting lists for nearby bike hangars suggests potential demand for additional services relating to cycling</li> </ul>

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<b>11/02/2026</b> <b>2 responses</b>  <b>25/02/2026</b> <b>2 responses</b>	Junction Road (South)	<ul style="list-style-type: none"> <li>• Significant parking pressure</li> <li>• Free parking bays allow drivers to pass one another. This bay could contribute to gridlock at peak hours</li> <li>• Recently installed EV charge points and bike hangars exacerbated parking pressure</li> <li>• Many households rely on on-street parking with few private driveways</li> <li>• More suitable locations away from residential streets</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Council to remove proposed location</b> considering other proposed bays in the vicinity providing sufficient density of micromobility bays and concerns about the cumulative effect of bike hangars and EV charge points in close proximity</li> <li>• While commercial areas are key trip attractors, we also aim to serve residential areas with micromobility services within walking distance</li> </ul>

Date Received	Site related to	Issue raised through TMO	Response from Council
<b>04/02/2026</b> <b>2 responses</b>	Kingsdown Avenue	<ul style="list-style-type: none"> <li>• Unsuitable residential location, rather than close to commercial or other activity hubs</li> <li>• Busy corner location which may be susceptible to clutter from the bay and footway obstructions</li> <li>• Safety concerns of speed and unpredictable nature of e-bike riders</li> <li>• Impact on resident parking and access</li> <li>• Lack of justification for this location rather than nearby streets with wider pavements</li> <li>• Risk of misuse and poor parking compliance</li> <li>• Alternative on Lyncroft Gardens outside the nursery, or other locations nearby such as outside the Methodist Church</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Council to reconsider location and assess alternatives nearby</b> such as Felton Road, given concerns raised by residents</li> <li>• While commercial areas are key trip attractors, we also aim to serve residential areas with micromobility services within walking distance. Felton Road is more central to this neighbourhood and could serve this purpose more effectively than the end of Kingsdown Avenue. It also has flank/side wall frontage which would reduce impact on adjacent residential properties.</li> <li>• A location outside the nursery is not preferred due to increased prevalence of prams and buggies and potential conflicts with child drop-off/pick-up.</li> <li>• Proposed marked bays are clearly marked for vehicles to park inside and will provide more organized parking of vehicles. Poorly parked vehicles are to be monitored and removed by the operators. Additionally, the council is implementing an enforcement policy to fine operators for any obstructively parked vehicles.</li> </ul>
<b>23/02/2026</b> <b>3 responses</b>			
<b>24/02/2026</b> <b>4 responses</b>			

Date Received	Site related to	Issue raised through TMO	Response from Council
07/02/2026 1 response	Lillian Avenue	<ul style="list-style-type: none"> <li>• Severe concern for elderly residents. The bikes often get dumped, blocking roads and pavements, even if there is a marked bay where they should be parked.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Council to reconsider location and assess alternatives nearby</b> such as by Gunnersbury Park, given concerns raised by residents. A location closer to Gunnersbury Park will better serve residents accessing the park and could potentially be integrated with an upcoming highway scheme.</li> </ul>
08/02/2026 1 response		<ul style="list-style-type: none"> <li>• Residents are afraid of falling over discarded bikes</li> </ul>	
10/02/2026 1 response		<ul style="list-style-type: none"> <li>• Especially problematic around event time at Gunnersbury Park</li> </ul>	
13/02/2026 1 response		<ul style="list-style-type: none"> <li>• Will reduce parking space</li> </ul>	<ul style="list-style-type: none"> <li>• Impact on equalities was considered at the programme level, although a full EIA has not been completed. This will be undertaken before new agreements are reached with operators in 2026.</li> </ul>
14/02/2026 1 response		<ul style="list-style-type: none"> <li>• Known compliance issues around actually parking in bays</li> </ul>	
17/02/2026 2 responses		<ul style="list-style-type: none"> <li>• Suitable alternative location on the shopping parade on Park Parade by the post-box</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed marked bays are clearly marked for vehicles to park inside and will provide more organized parking of vehicles. Poorly parked vehicles are to be monitored and removed by the operators. Additionally, the council is implementing an enforcement policy to fine operators for any obstructively parked vehicles.</li> </ul>
24/02/2026 1 response	<ul style="list-style-type: none"> <li>• Equality Impact Assessment required</li> </ul>		

<p><b>08/02/2026</b> <b>4 responses</b></p> <p><b>09/02/2026</b> <b>1 response</b></p> <p><b>15/02/2026</b> <b>1 response</b></p> <p><b>18/02/2026</b> <b>1 response</b></p> <p><b>20/02/2026</b> <b>1 response</b></p> <p><b>21/02/2026</b> <b>1 response</b></p> <p><b>23/02/2026</b> <b>1 response</b></p> <p><b>25/02/2026</b> <b>7 responses</b></p>	<p>Murray Road</p>	<ul style="list-style-type: none"> <li>• Parking pressure for residents. Too much demand, not enough space.</li> <li>• Safety concerns around storage and charging of e-bikes and e-scooters</li> <li>• Not fair for residents who pay for permit parking. Will the Council provide mitigation/compensation for this loss of space?</li> <li>• Unsuitable location as this is currently typically used as a 'pull-in' location for drivers waiting for oncoming to pass. Would increase conflict.</li> <li>• Unpredictable rider behaviour of e-bikes poses a risk to disabled and elderly residents</li> <li>• Danger of placing bay close to a junction</li> <li>• Risk of noise impact</li> <li>• Alternatives should be investigated on Windmill Road/The Ride, Blondin Park, Ealing Park Gardens or Lawrence Road</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Proceed to installation</b></li> <li>• We recognise concerns about parking, but a micromobility bay supports multiple daily trips in the same space as that occupied by one car, making it a more efficient and sustainable use of public space</li> <li>• Given that a car may park in this location, converting the use of this bay won't increase the likelihood of conflict on the road</li> <li>• Highways engineers confirmed the bay will not affect sight lines at the junction as it sits within an existing parking bay that can already be occupied by a car at any time</li> <li>• On-street parking of rental e-bikes and e-scooters is safe. Operators conduct rigorous maintenance schedules on all vehicles and all batteries are provably resilient to key triggers of thermal runaway, resulting in an exceptionally low risk from lithium fires.</li> <li>• The bay location is clearly marked for vehicles to park inside. Poorly parked vehicles are to be monitored and removed by the operators. Additionally, the council is implementing an enforcement policy to fine operators for any obstructively parked vehicles.</li> <li>• Alternatives were investigated but deemed unsuitable</li> <li>• The bay is unlikely to cause increased noise – e-bikes are quieter than petrol or diesel-powered vehicles</li> <li>• A resident permit does not guarantee a parking space</li> </ul>
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<p><b>06/02/2026</b> <b>1 response</b></p>	<p>Olive Road</p>	<ul style="list-style-type: none"> <li>• Parking pressure</li> <li>• Bays create mess with bikes being dumped and blocking roads and footpaths</li> <li>• Existing bays near South Ealing Tube</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Proceed to installation</b></li> <li>• We recognise concerns about parking, but a micromobility bay supports multiple daily trips in the same space as that occupied by one car, making it a more efficient and sustainable use of public space</li> <li>• The bay location is clearly marked for vehicles to park inside. Poorly parked vehicles are to be monitored and removed by the operators. Additionally, the council is implementing an enforcement policy to fine operators for any obstructively parked vehicles.</li> <li>• We also aim to serve residential areas with micromobility services within walking distance</li> </ul>

Date Received	Site related to	Issue raised through TMO	Response from Council
12/02/2026 2 responses	Princes Gardens	<ul style="list-style-type: none"> <li>• Proposed bay will detract from the look of the neighbourhood, which is a conservation area</li> <li>• Proposal seems to suggest residents will contribute to the costs of e-bike rentals.</li> <li>• Bikes will be dumped in the road, blocking other vehicles</li> <li>• Bay could alternatively replace existing virtual bay outside 233 Princes Gardens</li> <li>• A better solution is make permanent the virtual bay currently in use, with line marking</li> <li>• Any spillover of bikes will block a one-way road</li> <li>• Location will encourage riders coming from Vale Lane to ride the wrong way down a one-way street</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Council to reconsider the proposed marked bay location and retain the current virtual bay</b>, given feedback from residents on the virtual bay working well, and look to formalize this with line marking</li> <li>• Proposed marked bays are clearly marked for vehicles to park inside and will provide more organized parking of vehicles. Poorly parked vehicles are to be monitored and removed by the operators. Additionally, the council is implementing an enforcement policy to fine operators for any obstructively parked vehicles</li> </ul>
15/02/2026 1 response			
18/02/2026 1 response			
24/02/2026 1 response			
25/02/2026 1 response			

Date Received	Site related to	Issue raised through TMO	Response from Council
12/02/2026 1 response	St George's Avenue	<ul style="list-style-type: none"> <li>• People will leave the vehicles blocking pavements</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Council to reconsider location and assess alternatives nearby</b> such as by the Rose &amp; Crown pub, given concerns raised by residents. This alternative location would provide a good spread of bay locations considering other proposed adjustments as a result of public feedback.</li> <li>• Proposed marked bays are clearly marked for vehicles to park inside and will provide more organized parking of vehicles. Poorly parked vehicles are to be monitored and removed by the operators. Additionally, the council is implementing an enforcement policy to fine operators for any obstructively parked vehicles.</li> </ul>
13/02/2026 2 responses		<ul style="list-style-type: none"> <li>• Would reduce the number of car parking spaces which has been exacerbated by nearby School Streets scheme</li> </ul>	
14/02/2026 2 responses		<ul style="list-style-type: none"> <li>• More appropriate locations on Culmington Road, Church Gardens, Church Lane, by the Rose and Crown pub, by entrance to Walpole Park, west side of Beaconsfield Road, or by Westfield House</li> </ul>	
15/02/2026 1 response		<ul style="list-style-type: none"> <li>• Lack of demand for this service in the local area</li> </ul>	
16/02/2026 3 responses		<ul style="list-style-type: none"> <li>• On a slope, difficult to park</li> </ul>	
17/02/2026 2 responses		<ul style="list-style-type: none"> <li>• Four other bays planned nearby</li> </ul>	
18/02/2026 1 response			
19/02/2026 1 response			
22/02/2026 3 responses			
23/02/2026 3 responses			
24/02/2026 4 responses			
25/02/2026 11 responses			

Date Received	Site related to	Issue raised through TMO	Response from Council
30/01/2026 1 response	Sunnyside Road	<ul style="list-style-type: none"> <li>• Parking problems with drivers wanting to access businesses, could exacerbate dangerous parking</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Proceed to installation</b></li> <li>• The bay location is clearly marked for vehicles to park inside and will provide more organized parking of vehicles. Poorly parked vehicles are to be monitored and removed by the operators. Additionally, the council is implementing an enforcement policy to fine operators for any obstructively parked vehicles.</li> <li>• Bay will only take up one resident parking bay, supporting multiple daily trips in the same space as that occupied by one car, making it a more efficient and sustainable use of public space</li> <li>• This location has been flagged to Parking Services to increase enforcement levels</li> <li>• Very limited evidence connecting e-bike parking with antisocial behaviour. The Police have reported no link with bays and antisocial behaviour.</li> <li>• Consultation for the bike hangar installed in 2023 followed statutory consultation processes and consideration of resident feedback. This bike hangar is currently full, with a waitlist of 28 residents. This suggests potential demand for micromobility and cycling in the local area.</li> <li>• The planning enforcement issue related to Tiramisu is unrelated to the decision to install a micromobility bay at this location</li> </ul>
07/02/2026 1 response		<ul style="list-style-type: none"> <li>• This junction is a known bottle-neck, e.g., high pedestrian activity, deliveries, post-box</li> </ul>	
08/02/2026 1 response		<ul style="list-style-type: none"> <li>• Risk for access for emergency vehicles if bikes are parked outside the bay</li> </ul>	
24/02/2026 1 response		<ul style="list-style-type: none"> <li>• Already limited resident parking available</li> <li>• Abandoned Lime bikes on the pavement already in this area</li> <li>• E-bike parking could increase disruptive youths at night-time</li> <li>• Previous consultation around bike hangars led to residents not being listened to – is the bike hangar actually in use?</li> <li>• Live planning enforcement appeal for Tiramisu</li> </ul>	

Date Received	Site related to	Issue raised through TMO	Response from Council
<b>25/02/2026</b> <b>1 response</b>	The Ridings	<ul style="list-style-type: none"> <li>• Noise disturbance</li> <li>• No reason to have these in a residential area</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Proceed to installation</b></li> <li>• The bay is unlikely to cause increased noise – e-bikes are quieter than petrol or diesel-powered vehicles</li> </ul>
<b>15/02/2026</b> <b>1 response</b>  <b>16/02/2026</b> <b>1 response</b>  <b>19/02/2026</b> <b>1 response</b>  <b>20/02/2026</b> <b>2 responses</b>  <b>21/02/2026</b> <b>8 responses</b>  <b>22/02/2026</b> <b>2 responses</b>  <b>23/02/2026</b> <b>11 responses</b>	Woodstock Road	<ul style="list-style-type: none"> <li>• Already bays on Hounslow side and one nearby on Bedford Road</li> <li>• By a blind corner for cars</li> <li>• Close to a school and a church, could be a hazard for pedestrians</li> <li>• Operators re-stock location at night</li> <li>• School children and pub-leavers congregate at the existing bay on Priory Avenue</li> <li>• Alternative location on The Avenue, W4, within Acton Green by the Christmas tree collection point, or on South Parade</li> <li>• Implement fines to operators for poor parking</li> <li>• Access to this bay requires travelling across the pavement at the side of the church</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Council to reconsider location and assess alternatives nearby</b> such as on The Avenue by the shops, given concerns raised by residents. The council notes the impact of having multiple micromobility bays on the same road. Having multiple bays in this area helps serve Turnham Green Station, which is a key trip attractor for micromobility services.</li> <li>• The Council is pursuing an enforcement policy that would apply to operators for obstructive parking</li> </ul>