

EFRA response to Planned Micromobility Parking in the London Borough of Ealing

February 2026

Introduction

Ealing Fields Residents' Association (EFRA) is a large residents' association with about 400 members in the Northfields/South Ealing area of the London Borough of Ealing representing some 2,000 households. It has been in existence since 1974. Our members live in properties in the area that stretches from Windermere Road in the north to Ealing Park Gardens/Lawrence Road in the south, and between Blondin Park/Northfield Avenue in the west and Weymouth Avenue in the east. EFRA is formally recognised by Ealing Council when we engage with the local authority on issues that affect our local community.

There are several locations in our area where the Council is proposing to place Micromobility parking bays for e-bikes and e-scooters.

EFRA welcomes the changes to the original consultation document (published on 4th February) in part prompted by our representations. We now know that the parking bays will be of a standard dimension (5m x 2m) and that the *'locations will replace nearby bays that you can only see on operator's apps.'*

Comments

We acknowledge that the Council has proposed that the Micromobility parking bays (MPBs) are located along flank walls where there is less pressure on resident parking. Nevertheless, these parking bays may be unsuitable for a variety of reasons, and the Council needs to consider carefully the comments of individual residents who feel that some proposed locations are inappropriate (e.g. resident concern about the proposed MPB in Airedale Road).

More generally EFRA is concerned that roadside space is being used for a variety of purposes that restrict parking space for residents. In this respect we point to the space now allocated to the charging of electric vehicles; the storage of pedal cycles (in bike hangars); and places for the siting of short-term car hire vehicles (known as Car Clubs)¹.

These initiatives can undoubtedly bring benefits to users and more widely, but the Council must not lose sight of the needs of car owners as well who pay for permits to (hopefully) park reasonably close to their homes.

There will be further pressure on parking space in the EFRA area as significant sites are built out in Overdale Road and Orion Park. Even though there will be restrictions on parking permits available for residents of these developments it is inevitable that some people living on the new estates will find ways to circumvent the parking limitations they are subject to. On a similar note, car ownership/use in our area is likely to increase as more properties are converted into Houses in Multiple Occupation (HMOs).

We note the MPBs *'will replace nearby bays that you can only see on an operator's app'*. This raises questions about the location of existing MPBs. It would have helped if the location of existing bays had been identified in the map published alongside the consultation paper. If some significant existing MPBs are removed (e.g. outside Northfields Station) this will put extreme pressure on the much smaller MPBs proposed under the consultation. There might be significant 'overspill' of bikes/scooters from the proposed MPBs if the number of parking spaces overall are reduced. This could cause an obstruction for other road users and could potentially be dangerous (e.g. if an e-bike is left in the highway).

In other areas where e-bikes are currently parked we would welcome their removal from operator apps. In particular, the paved area opposite the Plough and adjacent to Ealing Fields High School is often strewn with e-bikes that cause an obstruction. With the introduction of MPBs on the highway these poorly located 'virtual' MPBs can be removed.

We welcome the Council's decision to impose fixed notice penalties (FPN) on operators whose bikes cause an obstruction. This should be a significant incentive to ensure parking compliance. This needs to be enforced rigorously under the new proposals.

We understand that other local authorities (for instance, the London Boroughs of Wandsworth and Kensington & Chelsea) impound e-cycles and e-scooters that are causing an obstruction and then charge a fee to the operators to recover them. The Council should consider that option as a means of enforcing the parking of these e-powered bikes and scooters.

MPBs can be a magnet for nuisance and anti-social behaviour (ASB). The Council needs to work with the Police and e-bike/scooter operators to, as far as possible, minimise this type of behaviour. With many of the proposed MPBs in the heart of residential communities, we are concerned that residents will be subject to ASB around local MPBs which they do not experience at present.

Finally, we note that the Council is developing a 'kerbside policy' which will be subject to consultation in due course. We would urge the Council to consider the comments made here about the issues linked to the parking of e-bikes and e-scooters as they develop its overarching 'kerbside' policy.

Roger Jarman, Chair, EFRA

ⁱ Roadside parking is also restricted by bays allocated for the disabled and because some residents concrete their front gardens to create off street parking for their own vehicles.