

Transport and Environment Committee

10am, Tuesday, 1 November 2016

Secure On-Street Cycle Parking

Item number	Item 7.8
Report number	
Executive/routine	Executive
Wards	All

Executive Summary

On 21 February 2012, the Transport, Infrastructure and Environment Committee approved a pilot project to trial the installation of covered, on-street, and secure cycle parking for use by residents.

Three different types of secure cycle parking facilities have now been trialed for over two years at five locations in Edinburgh.

This report summarises the results of the trial, including an evaluation of its operation and feedback from residents and users. It then discusses the potential for a wider roll-out of the scheme.

Links

Coalition Pledges	P45 and P50
Council Priorities	CO22 , CO24 and CO26
Single Outcome Agreement	SO2 and SO4

Secure On-Street Cycle Parking

1. Recommendations

- 1.1 It is recommended that the Committee:
- 1.1.1 notes the outcomes of the trial;
 - 1.1.2 approves a further roll-out of this scheme to other areas of Edinburgh and modification of all the existing sites to use the units procured through this further roll-out; and
 - 1.1.3 approves the proposed methodology for the selection of new sites.

2. Background

- 2.1 The issue of residential bike parking is a particularly significant problem for Edinburgh where there is a large proportion of older, tenemental, properties which have limited space available for bike parking. A previous attempt to trial solutions to this issue within stairwells/gardens (circa 2006) was not successful due to difficulties in securing joint agreement from residents.
- 2.2 In recognition of this, the Council decided to pilot secure residential cycle parking on-street and this was included as an action within the Active Travel Action Plan (2010-2020) and approved at the 21 February 2012 Transport, Infrastructure and Environment Committee. The approval included a recommendation that a further report be presented to the Committee on the operation and effectiveness of the pilot project.

3. Main report

Details of Pilot Project

- 3.1 At the start of the pilot project, the Council sought applications from members of the public interested in participating. These applications were assessed using standardised criteria to ensure fairness and to maximise potential benefit. Six locations listed below were selected and a visit to each site was arranged with the applicant and other relevant stakeholders:
- South Oxford Street;
 - Lonsdale Terrace;
 - Warrender Park Terrace (at bottom of Spottiswoode Street);
 - Warrender Park Terrace (at bottom of Marchmont Street);

- Douglas Crescent; and
 - Polwarth Gardens.
- 3.2 The design process for each site took into account the following elements:
- Locating the units on the carriageway or footway;
 - Impact to footway or car parking;
 - Camber and surface material;
 - Usability, aesthetic and cost of the units;
 - Location and impact on on-street waste bins; and
 - Public consultation with residents within 100m of the proposed locations. This resulted in the removal of the Polwarth site from the pilot.
- 3.3 The overall project and the detailed site proposals were presented to the Council's 'Streetscape Working Group' (SWG) during the development of the scheme. Feedback from the group has informed the approach taken to the layout of the cycle parking areas and the process employed to assess the different types of units.
- 3.4 A Traffic Regulation Order (TRO) was promoted to alter the parking restrictions to permit cycle parking on-street at the five locations that were taken forward. This included a further, statutory, consultation. The impact on residential parking was minimised by locating the units on single yellow lines where possible, and where pay and display or residents parking bays were used, replacements were provided on existing single yellow lines elsewhere on the road.
- 3.5 Three different styles of unit were specified and procured for trial to assess their operation and visual impact (see Appendix 1 for images of these). The opinions of the potential users and local residents were sought on the design of the units through door to door surveys as part of the initial consultation.
- 3.6 The first batch of units were installed on Lonsdale Terrace and two locations on Warrender Park Terrace in August 2014. The second batch was installed on South Oxford Street and Douglas Crescent in October 2014.
- 3.7 Fifty one secure cycle parking spaces were provided over the five locations. The cost to supply and install the units was around £30,000 or the equivalent of £588 per cycle space. Over all sites, an average of seven bikes were stored within the equivalent space for one parked car (5m x 2m).
- 3.8 The trial was advertised through a variety of methods including targeted mailing to residences within 100m of the proposed site, the Council's website, partner organisations such as Spokes, and via local media. Spaces were allocated on a 'first come, first served' basis and, when all available spaces for each location had been allocated, waiting lists were established (see Appendix 2 Table 3.1). In addition the Council has, to date, received 92 separate requests for this type of facility to be provided at other locations in the city.
- 3.9 Door to door surveys of users and residents living within 100m of each unit were undertaken six months and twelve months after their installation. Although several

attempts were made to contact residents of every property during each survey, and details of an on-line submission were left at unresponsive properties, it was not possible to ensure the same people were interviewed at each survey. The results do, however, suggest that the provision of secure, on-street, cycle parking results in a marked increase in the frequency of cycling by users of the units (See Appendix 2 Table 3.2). Local residents and users provided feedback on the aesthetics and functionality of the different types of units trialled. (See Appendix 2 Tables 3.3 and 3.4.)

- 3.10 The Council fulfilled all management and maintenance tasks during the trial. Maintenance costs were minimal in the trial period but the management of allocating the spaces, keys, etc required a significant amount of staff time at the start-up. Consideration was given to charging for the use of the units as part of the trial but issues in managing the collection of fees made this impractical, given the small scale of the pilot.

Conclusions arising from the Pilot Project

- 3.11 The high volume of applications for the facilities provided, and numerous requests for them to be provided at other locations, suggests that there is strong demand in the city for secure, on-street, residential bike parking.
- 3.12 Once installed, the units proved to be relatively low maintenance, with the only issues being two graffiti attacks on the lockers and problems with the 'roll-top' locker mechanisms which have now been resolved.
- 3.13 The ongoing management of the facilities required a relatively small amount of staff time, except at the launch of the service. It should be noted that this did not include the collection of user fees and this would be a significant additional administrative task. Longer term issues of "churn" where users give up their unit when moving or giving up cycling will also have to be administered e.g. collecting and reissuing keys/contracts etc.
- 3.14 For consistency and ease of maintenance, it is recommended that a single type of unit is used throughout the city. Given the small difference in results on functionality and public opinion on the aesthetics of the roll-top and hinge-top units, we shall further consider the merits of both types of unit in terms of long term viability. This will include opening and locking mechanisms; and ease and cost of repair/replacement parts.

Proposed further roll-out

- 3.15 Given the success of the trial, and indications of strong demand for more of these facilities, it is proposed that the scheme is rolled out further.

- 3.16 It is proposed that a three year contract (with the potential for a year's extension) be procured to supply and install the units, at a rate of approximately 10 to 15 new locations (20 to 30 units) per year. Management and maintenance will be separately procured. (See Appendix 3 Tables 3.5 and 3.6.)
- 3.17 Methodology for the Selection of Additional Sites:
- It is proposed that any new location would have to comply with the following criteria:
- Evidence of potential demand supplied by Applicant - this could include numbers of bikes currently stored within the stairwell, on street or within flats;
 - Must be within 100m of/adjacent to or outside a tenement/high rise block;
 - Must not be within 100m of an existing secure unit; and
 - Must have options on footway or road to locate the unit(s).
- 3.18 Site Considerations:
- Consideration will be given to the following site specific factors when assessing potential new locations:
- Availability of space for units on the footway or carriageway;
 - Impact on car parking;
 - Impact on footway;
 - Impact on refuse bins and collection;
 - Potential installation issues e.g. road surface, camber, protection from impact;
 - Potential demand given number of dwellings within 100m of proposed new site; and
 - Avoidance of public utilities and street furniture.
- 3.19 Consultation will be undertaken with the following:
- Residents within 100m – would seek a minimum of 50% in favour ;
 - Emergency services;
 - Community Councils;
 - Streetscape Working Group;
 - Environment (Waste - a roll-out of new waste bins is imminent and consideration will be given to a combined/simultaneous TRO process); and
 - Local area teams.
- 3.20 It is proposed that, at the end of the processes detailed in 3.17-3.19, a list of suitable locations will be available to take forward. This list will be chronological to ensure that each request is dealt with fairly.
- 3.21 After this initial consultation, the process to amend any relevant Traffic Regulation Order (TRO), if necessary, would be initiated. This would involve further public consultation.

- 3.22 It is proposed that the process to take forward up to 15 locations will be started in 2016/17. This will then be repeated in 2017/18 and 2018/19. This should ensure that there are 10-15 locations available for the installation of units in 2017/18, 2018/19 and 2019/20.

Parking in tenement stairwells

- 3.23 On street secure bike parking provides an alternative to storing cycles within tenements. However there are products available that enable bikes to be stored more efficiently within stairwells as well as storage units allowing the use of back greens for bike storage. In collaboration with the Council, Spokes have produced a factsheet on the relevant options and issues (which include keeping exit routes clear for fire safety reasons). In parallel with the roll-out covered in this report, it is proposed to consider ways to further raise awareness of and encourage take-up of products allowing more efficient bike storage in stairwells or undercover storage in back greens.

4. Measures of success

- 4.1 The success of a wider roll-out of residential bike parking is expected to result in the following benefits:
- an increase in the number of cycle journeys by residents;
 - a reduction in the number of bicycles parked within stairwells; could benefit residents in a) the event of a fire, where bikes pose an obstruction to evacuation or to entering emergency services and b) to residents who are hindered in their daily use of the stairwell; and
 - Monitoring of the usage of the bike parking and its effects would be undertaken and could potentially be included as part of any management contract.

5. Financial impact

- 5.1 The annual capital budget proposed to roll-out these units would approximately £50,000 - £75,000, depending on the outcome of the tender process and the number of units installed. This would be required in each of the 2017/18, 2018/19 and 2019/20 capital cycling budgets. There may be opportunities to seek external funding to meet some of these costs, this may include Community Links funding through Sustrans. Consultation with users and potential management and maintenance service providers indicate that the Council could meet ongoing revenue costs by making a modest monthly charge for the use of the units. This would cover the contracted day-to-day management and annual maintenance and could generate a small annual surplus which could be used to offset damage/replacement costs not covered by the contract.

6. Risk, policy, compliance and governance impact

- 6.1 There may be some objections to the loss of on-street car parking provision in a wider roll-out of the scheme. However, the trial indicated that the impact on residential permit bays can often be minimised or eliminated altogether.
- 6.2 There is a risk if the charging rate is set too high that it will result in a negative reaction and suppression of demand for the facilities.

7. Equalities impact

- 7.1 An Equalities and Rights Impact Assessment has been undertaken, and will be maintained as part of the project.
- 7.2 Requests may be received from residents with bikes that do not fit in to the units because they are specialised for a particular disability. Consideration would need to be given to providing special facilities for them if this is practical and reasonable.
- 7.3 If the charge for the bike parking is too high this may discriminate against people on low incomes. This could be mitigated through exemptions/discounts.

8. Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted in Background Reading later in this report.
- 8.2 The project will help develop and contribute towards the outcomes of the Active Travel Action Plan and Sustainable Energy Action Plan. In so doing the proposals in this report will reduce carbon emissions, increase the city's resilience to climate change impacts, and help achieve a sustainable Edinburgh.

9. Consultation and engagement

- 9.1 Stakeholder consultation was undertaken for each of the potential trial sites. This was followed by consultation with all residents/businesses within 100m of the proposed locations. The feedback from these informed the final design of the facilities. Lastly, a statutory consultation was undertaken as part of the TRO process.
- 9.2 The Streetscape Working Group was consulted throughout the development of the trial and since its implementation. They will also be consulted on all future sites as part of any future roll out.

- 9.3 Feedback on the trial was sought from local residents and users through 'before' and 6/12 month 'after' surveys (door to door).
- 9.4 Further statutory and non-statutory consultation will be undertaken as part of the proposed methodology for selecting additional sites.

10. Background reading/external references

- 10.1 [Active Travel Action Plan](#)
- 10.2 [On-Street Residential Bike Parking for Tenement Areas - report to February 2012 Transport, Infrastructure and Environment Committee](#)

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11. Links

Coalition Pledges	P45 - Spend 5% of the transport budget on provision for cyclists P50 - Meet greenhouse gas targets, including the national target of 42% by 2020
Council Priorities	CP2 - Improved health and wellbeing: reduced inequalities CP9 - An attractive city CP11 - An accessible connected city.
Single Outcome Agreement	SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	1. Photos of storage units 2. Results arising from trial 3. List of addresses submitted by residents for consideration for future roll out

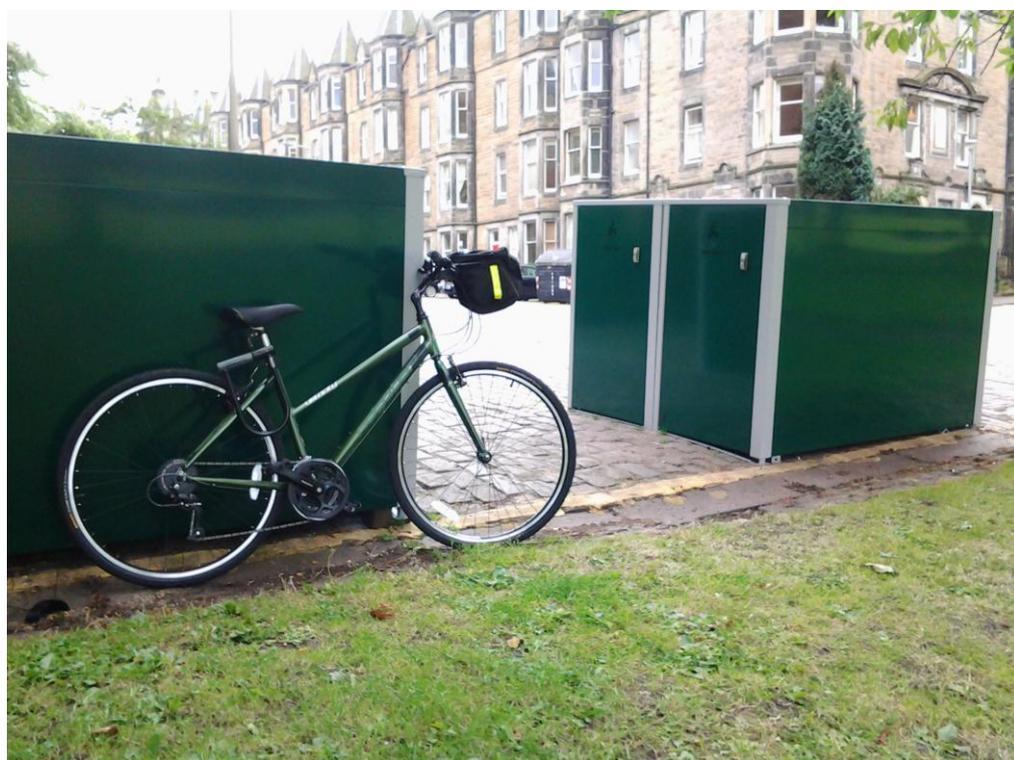
Appendix 1 - Photos of storage units

Lockers installed on 2 No locations on Warrender Park Terrace:

(Photo 1)



(Photo 2)



Roll-top units installed on South Oxford Street and Douglas Crescent:

(Photo 1)



(Photo 2)



Hinge-top unit installed on Lonsdale Terrace:

(Photo 1)



(Photo 2)



Appendix 2 - Results arising from trial

Table 3.1 Bike parking demand vs capacity

	Location	Capacity	Demand	Waiting
1	Warrender Park Terrace (Spottiswoode St)	10	39	29
2	Warrender Park Terrace (Marchmont St)	7	34	27
3	Douglas Crescent	10	18	8
4	Lonsdale Terrace	12	39	27
5	South Oxford Street	12	23	11

Table 3.2 Comparison of bicycle use for users of the scheme

Frequency of cycling	6 Month (users only)	12 Month (users only)
Every day	20%	25%
At least 3 times a week	13%	33%
Once or twice a week	23%	21%
At least 2 or 3 times a month	7%	13%
At least once a month	7%	4%
Less than once a month	30%	4%

Note: These results are calculated on a small base size and should be treated only as indicative.

Table 3.3 Local residents and users satisfaction with the aesthetics of the different types of cycle parking products

	A. Locker	B. Roll-top	C. Hinge-top
Satisfied or very satisfied	43%	82%	52%
No opinion	22%	5%	30%
Dissatisfied or very dissatisfied	36%	14%	19%

Table 3.3 Table 3.4 User satisfaction with the functionality of the different types of cycle parking products

	A. Locker	B. Roll-top	C. Hinge-top
Satisfied or very satisfied	87%	77%	80%
No opinion	13%	23%	0%
Dissatisfied or very dissatisfied	0%	0%	20%*

Appendix 3 - List of addresses submitted by residents for consideration for future roll out

- 1) Angle Park Terrace
- 2) Argyle Park Terrace
- 3) Blackwood Crescent x 5
- 4) Breadalbane Terrace x 2
- 5) Bruntsfield Avenue
- 6) Bruntsfield Terrace
- 7) Buccleugh Street x 3
- 8) Buchanan Street
- 9) Bughtlin Gardens
- 10) Causewayside
- 11) Cheyne Street
- 12) Comiston Place
- 13) Constitution Street
- 14) Craigend Park
- 15) Craighall Crescent
- 16) Dalkeith Road
- 17) Drumdryan Street
- 18) Dublin Place
- 19) Dudley Gardens
- 20) Dundas Street
- 21) Easter Road
- 22) Edina Place
- 23) Eton Terrace
- 24) Falcon Avenue
- 25) Falcon Road x 2
- 26) Ferry Road
- 27) Fingal Place
- 28) Gardeners Crescent
- 29) George IV Bridge
- 30) Gladstone Terrace
- 31) Glencairn Crescent
- 32) Glengyle Terrace

- 33) Gorgie Road
- 34) Grange Loan
- 35) Grosvenor Crescent
- 36) Harrison Gardens
- 37) Harrison Road
- 38) Henderson Row
- 39) High School Yards
- 40) Kirkhill Road
- 41) Lauderdale Street x 3
- 42) Lauriston Gardens x 6
- 43) Lauriston Park
- 44) Lauriston Place
- 45) Learmonth Terrace
- 46) Leith Links
- 47) Leith
- 48) Lennox Street
- 49) Leven Terrace
- 50) Lochrin Buildings
- 51) Lochrin Terrace
- 52) Lorne Square
- 53) Lower Granton Road
- 54) Lutton Place x 2
- 55) Magdala Crescent
- 56) Marchmont Crescent x 3
- 57) Marchmont Road x 2
- 58) Maxwell Street x 3
- 59) Mertoun Place x 3
- 60) Montgomery Place
- 61) Murdoch Terrace
- 62) Murrayfield Avenue
- 63) Old Tollbooth Wynd
- 64) Oxford Street x 2
- 65) Panmure Place x 3

- 66) Kings Road (Portobello) x 2
- 67) Portobello
- 68) Promenade Terrace
- 69) Rankeillor Street x 3
- 70) Rintoul Place
- 71) Roseburn Place
- 72) Roseneath Place x 2
- 73) Roseneath Street x 2
- 74) Roseneath Terrace x 2
- 75) Rossie Place
- 76) Sandport Street
- 77) Saville Place
- 78) Sciennes
- 79) Scotland Street
- 80) Shandon Area x 2
- 81) St Leonards Bank
- 82) St Leonards Street x 3
- 83) Summerhall Square
- 84) Tarvit Street x 3
- 85) Thirlestane Lane
- 86) Valleyfield Street x 2
- 87) Viewforth Terrace
- 88) Warrender Park Crescent
- 89) Warrender Park Road
- 90) Watertoun Road x 2
- 91) Wellington Street
- 92) West Montgomery Place
- 93) West Winnelstrae
- 94) Woodburn Terrace x 4