

Integrated Impact Assessment – Summary Report

Each of the numbered sections below must be completed
Please state if the IIA is interim or final: interim

- 1. Title of proposal**
Secure On-street Cycle Parking (SSCP), Phase 2
- 2. What will change as a result of this proposal?**
200 cycle hangars will be installed across Edinburgh, with an aim to provide secure, on-street cycle storage options for residents of high-density housing such as tenements and multi storey buildings without access to private gardens or garages.
Further hangars may be installed in future phases.
- 3. Briefly describe public involvement in this proposal to date and planned**
 - Before Phase 1 of the project (2020-2023), the Council received resident requests for cycle hangars by email.
 - In Phase 1, statutory consultation was carried out as part of the TRO process.
 - In Phase 1, neighbour notifications were sent by post to residents living near when a cycle hangar was proposed, enabling feedback.
 - Residents frequently get in contact with the project team, usually with requests for a hangar to be installed near them, or with questions about the project.
 - For planned installations as part of Phase 2, neighbour notifications will be sent, and TRO consultation will be carried out.
- 4. Is the proposal considered strategic under the Fairer Scotland Duty?**
No, this proposal is not considered strategic under the Fairer Scotland Duty.
- 5. Date of IIA**
22/10/2024
- 6. Who was present at the IIA? Identify facilitator, lead officer, report writer and any employee representative present and main stakeholder (e.g. Council, NHS)**

Name	Job Title	Date of IIA training
Bethany Warburton	Transport Officer, CEC Facilitator, lead officer, report writer	03/10/2024
Eileen Hewitt	Transport Officer, CEC	09/05/2019
Prabhkaran Singh	Transport Officer, CEC	
Jon Porter	Sales Executive, Cyclehoop	
Gavin Rimmer	Head of Commercial, Cyclehoop	

7. Evidence available at the time of the IIA

Evidence	Available – detail source	Comments: what does the evidence tell you about different groups who may be affected and to the environmental impacts of your proposal
Data on populations in need	<p>Census 2011 & 2022</p> <p>CMP Actions for Active Travel</p> <p>Edinburgh Walking and Cycling Index (WACI) 2023</p>	<p>The City of Edinburgh has one of the fastest growing populations of any city in Scotland. The city has a lower share of its population over 65 years of age (16%) than the Scottish average (20.1%).</p> <p>Based on 2011 Census Data the wards with the highest number of health conditions (including Deafness, Blindness, Physical, mental health, learning disabilities etc.) are Portobello/Craigmillar and Liberton/Gilmerton. Both had 31% of their total reporting health conditions. The City Centre had the lowest proportion (22%).</p> <p>The most deprived communities are in the peripheral areas of the city (including Granton, Pilton, Niddrie, Saughton and Wester Hailes) furthest from the City Centre.</p> <p>Lack of a safe place to store a bike at home is a significant barrier to more people cycling in Edinburgh, particularly those who live in tenements and other flats.</p> <p>56% of residents think that access to secure cycling storage at or near home would help them cycle more.</p>
Data on service uptake/access	<p>Census 2011</p> <p>Edinburgh WACI 2023</p>	<p>In Edinburgh, of residents aged 16-74 in employment, 4.3% cycled to work, an increase of 1.3% from the 2001 census. This is much higher than the Scottish average of 1.4% which didn't increase.</p> <p>In Edinburgh, of people aged 4 or over who are studying, 2.9% cycled compared to the Scottish average of 1.0%.</p> <p>45% of Edinburgh residents cycle, while 22% of residents cycle at least once a week. This has decreased from 47% and 26% in 2021 respectively.</p> <p>Car use in Edinburgh is the joint lowest of all Scottish cities. In 2010 of the 191,000 people living and working in Edinburgh, 63,500 commuted to work by car and a further 63,300 commuted by car from other local authority areas.</p>
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation.	<p>National Records of Scotland – Population Estimates by SIMD</p> <p>Edinburgh WACI 2023</p>	<p>30% of Edinburgh is ranked as SIMD decile 10, with another 36% ranked as 6-9. Only 12% of the city is ranked in the lowest two deciles.</p> <p>Cycling by socioeconomic group in Edinburgh</p> <ul style="list-style-type: none"> • 27% of AB • 19% of C1 • 17% of C2 • 10% of DE

Evidence	Available – detail source	Comments: what does the evidence tell you about different groups who may be affected and to the environmental impacts of your proposal
	SIMD	Transport accessibility is lowest around the periphery of the city, for example Niddrie, Baberton, Clermiston, and Granton. Many of these are areas of high deprivation as ranked by the SIMD.
Data on equality outcomes	Edinburgh WACI 2023	<ul style="list-style-type: none"> • In Edinburgh, 11% of people from ethnic minority groups cycle compared to 23% of white people. • 15% of disabled people cycle compared to 24% of non-disabled people. • 16% of women cycle compared to 28% of men. • 6% of people 66+ cycle, 23.8% of people aged 16-65. • 25% of LGBTQ+ people cycle compared to 21% or non-LGBTQ+ people. • 57% of Edinburgh residents have access to a cycle: 44% of socioeconomic group DE and 67% of socioeconomic group AB.
Research/ literature evidence		
Public/ patient/ client experience information	Log of public requests via email	There is need and want for increased secure on-street cycle parking throughout the city.
Evidence of inclusive engagement of people who use the service and involvement findings		
Evidence of unmet need	Waiting lists and request log	Current occupancy rate is 99%, and many of the existing hangars have long waiting lists. The request list for hangars in new locations grows every week with request emailed in from residents across the city.
Good practice guidelines	Edinburgh Street Design Guidance	
Carbon emissions generated/ reduced data	Air quality monitoring stations, Scottish Government Monitoring	Transport accounts for just under a third of Edinburgh's emissions. Evidence will continue to be collected on carbon emissions/air quality by the Council and the Scottish Government.

Evidence	Available – detail source	Comments: what does the evidence tell you about different groups who may be affected and to the environmental impacts of your proposal
Environmental data	No	While no detailed data is available, it is proven that promoting the use of active modes of transport over motor vehicles has many environmental benefits.
Risk from cumulative impacts		
Other (please specify)		
Additional evidence required		

8. In summary, what impacts were identified, and which groups will they affect?

Equality, Health and Wellbeing and Human Rights and Children's Rights	Affected populations
<p>Positive</p> <ul style="list-style-type: none"> • Cycle hangars offer an accessible storage solution for those with limited mobility who might struggle to carry their bikes upstairs. This is especially true for those who use e-bikes which are much heavier than standard bikes. Additionally, the design of the cycle hangars is easy to use, and the supplier are continually looking for ways to improve design. • While standard hangars only fit standard size bikes, there are other models which can fit a range of adaptive cycles and cargo bikes. These can be installed on resident request. • Cycle hangars also offer a secure storage solutions, reducing the likelihood of theft when left outside, removing bikes from stairwells (which can cause a fire hazards) or from flats where they take up valuable space, especially for those in smaller properties. • Providing an accessible and secure bike storage solution removes a barrier to active travel/physical activity. Active travel has many health benefits, both physical and mental. • Providing bike storage helps tackle transport poverty by making cycling a viable choice. Cycling is also a much cheaper mode of transport for short journeys than using a private vehicle or public transport. • Renters are often not allowed to keep bikes in their property, despite this being the most secure place. Hangars offer an alternative secure location. 	<p>Older people. Disabled people.</p> <p>Those who live in areas with high crime rates. Those who live in small properties.</p> <p>Everyone</p> <p>Low-income, areas of deprivation</p> <p>Renters / tenement dwellers</p>

Equality, Health and Wellbeing and Human Rights and Children's Rights	Affected populations
<ul style="list-style-type: none"> Many bike owners in Edinburgh store their bikes in communal stairwells. This can cause arguments between neighbours and can be a fire risk. Using a hangar mitigates these issues. 	
Negative <ul style="list-style-type: none"> Installing a cycle hangar on a street reduces the amount of parking space for vehicles. This negatively impacts those who rely on their vehicles for mobility. This could create conflict between car owners and bike owners. A fee is charged to use a space in a hangar. Full price this is currently £3.60/month plus a £25 key deposit which may be a financial barrier. Each household is only eligible to use two spaces in a cycle hangar. This can be limiting to those with large families, multigeneration households, or those living with flatmates. Occasionally cycle hangars are installed on the footway. In this instance, the hangar contributes to street clutter and may cause visually impaired people difficulties navigating around it. Generally, cycle hangars are installed with the front feet attached to the edge of the kerb. This is done to prevent drainage being impeded, but may minorly inconvenience footway users as it slightly narrows the footway. 	<p>Older people. Disabled people.</p> <p>Those on low income.</p> <p>Large families / households</p> <p>Disabled people</p>

Environment and Sustainability including climate change emissions and impacts	Affected populations
Positive <ul style="list-style-type: none"> Reducing barriers to cycling reduces the need to travel by private vehicles or public transport, therefore decreasing emissions from these sources. Cycle hangars don't require any energy to operate and are robust. The material is 25% recycled steel, and they are manufactured in the UK. Hangars are not placed on green spaces. They improve the home environment by reducing the need for people to store their bikes in their homes or stairways. 	All
Negative <ul style="list-style-type: none"> There is very high demand for secure cycle storage across Edinburgh which is not being met. 	

Economic	Affected populations
Positive <ul style="list-style-type: none"> Improves access to services/jobs/education by making it easier for people to choose to cycle. Supports those who want to use a cargo bike for business reasons by supplying somewhere secure to store it. Cargo bikes are high-value items and very difficult to lift upstairs. 	All
Negative None	

9. **Is any part of this policy/ service to be carried out wholly or partly by contractors and if so how will equality, human rights including children's rights, environmental and sustainability issues be addressed?**

Project Construction will be carried out by consultants and contractors. These issues will be dealt with within the terms of the relevant contract.

10. **Consider how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.**

There is a dedicated page about the cycle hangar project on the Council website which offers project updates, and there is a dedicated mailbox for resident enquiries.

The Council website and Council social media channels will be used to convey key pieces of information, such as traffic management measures which may have potential to cause disruption.

Emails will be sent to key stakeholders, councillors, and communities to inform when a hangar is going to be installed in their area.

Prior to installation, letters will be delivered to properties close to the new hangar informing them of the changes happening and inviting their feedback. A comms exercise will be undertaken if any of the hangars are underutilised, using methods such as lamppost wraps, posters, flyers, and targeted social media posts.

11. **Is the plan, programme, strategy or policy likely to result in significant environmental effects, either positive or negative? If yes, it is likely that a Strategic Environmental Assessment (SEA) will be required and the impacts identified in the IIA should be included in this. See section 2.10 in the Guidance for further information.**

No

12. **Additional Information and Evidence Required.** If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.
n/a
13. **Specific to this IIA only, what recommended actions have been, or will be, undertaken and by when? (these should be drawn from 7 – 11 above) Please complete:**

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	Who will take them forward	Deadline for progressing	Review date
Assess whether subsidy trial has been effective in reducing a potential financial barrier, though a survey sent out by the contractor.	Bethany Warburton, Transport Officer	March 25	March 25
Minimise loss of parking as much as possible by placing hangars in sensible locations.	Bethany Warburton, Transport Officer	March 25	March 25
When deciding locations for new hangars, give extra weighting to low SIMD decile areas.	Bethany Warburton, Transport Officer	Ongoing	Ongoing

14. **Are there any negative impacts in section 8 for which there are no identified mitigating actions?**
No
15. **How will you monitor how this proposal affects different groups, including people with protected characteristics?**
The monitoring plan includes a survey sent out by the contractor to understand how cycle hangars are used by different people, and how the project could be improved.

16. **Sign off by Head of Service**

Name Deborah Paton

Date 05/06/2025

17. **Publication**

Completed and signed IIAs should be sent to:
integratedimpactassessments@edinburgh.gov.uk to be published on the Council website www.edinburgh.gov.uk/impactassessments

Edinburgh Integration Joint Board/Health and Social Care
sarah.bryson@edinburgh.gov.uk to be published at
www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/