

Transport and Environment Committee

10.00am, Thursday, 22 April 2021

Secure On-Street Cycle Parking Project – Further Expansion

Executive/routine	Executive
Wards	All
Council Commitments	16, 17, 18, 19, 27, 39

1. Recommendations

- 1.1 It is recommended that, subject to the award of Sustrans match funding, the Transport and Environment Committee approves the addition of 50 new locations (100 units) per year to the Secure On-Street Cycle Parking project for the next two years.

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Secure On-Street Cycle Parking Project – Further Expansion

2. Executive Summary

- 2.1 This report provides an update on the current roll out of secure on-street cycle parking and, recognising that there is strong evidence of demand for additional capacity, both at locations where units have been installed or are already planned and at other locations throughout the city, seeks approval for a further roll out of 50 new locations (100 units) per year, for the next two years.
- 2.2 This would be subject to the award of Sustrans match funding towards the cost of the additional units.

3. Background

- 3.1 The Secure On-Street Cycle Parking project aims to provide cyclists with a secure, ground level location for storing their cycles, which should reduce the risk of theft, mitigate issues associated with residents' cycles being stored in tenement or flat stairwells and encourage cycling for daily journeys. The project supports walking and cycling policies detailed in the Council's Active Travel Action Plan.
- 3.2 On [21 February 2012](#), Transport, Infrastructure and Environment Committee approved a pilot project to trial the installation of secure on-street cycle parking for use by residents. The pilot commenced in August 2014 on Lonsdale Terrace, Warrender Park Terrace, South Oxford Street and Douglas Crescent. The units that were installed were fully utilised and significant waiting lists formed for each site.
- 3.3 On [1 November 2016](#), Transport and Environment Committee considered a report on the outcomes of the trial and approved a further roll out of 10 to 15 new locations (20 to 30 units) per year, over a three year period.
- 3.4 On [4 October 2018](#), Committee approved a doubling of the number of units to be rolled out (to 180 units in total), with delivery accelerated to take place over a two year period.

- 3.5 A five year contract was subsequently awarded to Cyclehoop Ltd, commencing in January 2019, to supply, install and maintain the 180 units approved by the Committee. Each unit is capable of holding six bikes, giving the project the capacity to provide spaces for 1,080 cycles.
- 3.6 The units were to be installed within the first two years of the contract, with their management and maintenance to continue throughout the five year contract period (with an option for a further year's extension).
- 3.7 A clause in the contract allows for additional units to be purchased and installed prior to the end of the contract period in January 2024.

4. Main report

- 4.1 Installation of the first units commenced in August 2020 and 108 units have now been installed.
- 4.2 There are 72 units still to be rolled out in areas such as Leith, Gorgie/Dalry, parts of the City Centre/West End and Stockbridge. The roll out plans for these locations are being aligned to the Communal Bin and Strategic Review of Parking to minimise the impact on residents of multiple works being progressed at different times.
- 4.3 Seven months after the first installations began, the scheme now has 571 users, representing an occupancy rate of around 88% for the 108 units installed to date.
- 4.3 There are currently another 336 people on the waiting list for a space. A small number of units are, however, unpopular or unused and consideration is being given to relocating some of these to areas where demand for spaces is highest.
- 4.4 Requests have also been received for units at 206 new locations that are not included within the current roll out, with around 272 names on file for these sites. On average, ten new requests are received per week.
- 4.5 A system has been set up to log all new requests and cross reference these locations against the Scottish Index of Multiple Deprivation (SIMD). Extra attention will be paid to requests for units in areas lower down the SIMD. This will help to correct against the tendency for requests to originate from more affluent areas of the city, where residents are more engaged with Council projects and more likely to contact their elected members.
- 4.6 Given the strong evidence of demand for additional capacity, both at locations where units have been installed or are already planned and at other locations throughout the city, it is proposed to increase the scope of the roll out by utilising the option in the contract to purchase and install additional units. This will be subject to the award match funding from Sustrans towards the cost of the additional units.

- 4.7 Having reviewed the work involved to date in delivering the current roll out, and following an assessment of other budgetary commitments and available project management capacity, it is considered that adding an additional 50 locations (100 units) per year over the next two years to the current roll out is appropriate and achievable. This would provide an additional 1,200 spaces, more than doubling the number to be provided under the current roll out.

5. Next Steps

- 5.1 If Committee approves the recommendations in this report, officers will liaise with Sustrans over an application for match funding towards the cost of the additional units. Should match funding subsequently be awarded, officers will target an additional roll out of 50 locations (100 units) per year for the next two years.
- 5.2 Users pay a monthly charge of £6 to use the service, in addition to an initial deposit. From this, the supplier sets aside £1 per month for each filled space. This income is ring-fenced to assist with the cost of any major repairs not allowed for within the contract and/or potential future expansion of the scheme. To date, only two units have been damaged.
- 5.3 A further report will be provided to the Committee once the scheme has been fully operational for 12 months on potential changes to its operation, including the potential to price the cost of the scheme to users at less than the cost of a residents parking permit.

6. Financial impact

- 6.1 Cyclehoop Ltd were awarded the contract to supply, install, manage and maintain 180 units at a contract value of £576,000. The cost of providing the additional units would be £351,000 for each of the next two financial years. The current roll out is supported by Sustrans match funding and further funding support will be sought for the additional units.
- 6.2 Should this prove to be successful, at current Sustrans match funding rates of 70% for construction costs and 100% for design costs, £96,000 per year would be allocated to this from funds allocated for the delivery of Active Travel improvement within the Council's Transport Capital programme.
- 6.3 The loan charges associated with this over a 10-year period would be a principal amount of £96,000 and interest of £27,000, resulting in a total cost of £123,000 based on an assumed loans fund interest rate of 4.386%. This represents an annual cost of £12,000 to be met from the corporate loans charge budget. Borrowing will be carried out in accordance with the Council's Treasury Management Strategy.

7. Stakeholder/Community Impact

- 7.1 For each location within the current roll out, letters were sent to all businesses and residents whose properties were located within 50 metres of the proposed units, and to local ward members and Community Councils, to seek feedback on the proposals prior to commencing the statutory process for the traffic regulation orders necessary to allow installation of the units.
- 7.2 Responses indicated an average approval rate across all locations of 70%. The proposals were not subsequently progressed at locations where local opinion was strongly against the installation of the units.
- 7.3 Following this, there was an additional opportunity for anyone potentially affected by the proposals to comment or object formally as part of the statutory process for the traffic regulation orders.
- 7.4 Lessons learnt from the initial roll out mean that the types of locations where proposals to install units are unlikely to be supported by the local community are now known and can be avoided. It is therefore considered that the initial, non-statutory local consultation undertaken previously should not be replicated for the additional units, which will assist with delivering these more rapidly.
- 7.5 People will still have the opportunity to comment or object formally as part of the statutory process for the traffic regulation orders.

8. Background reading/external references

- 8.1 [Active travel Action plan](#)

9. Appendices

- 9.1 None.