

CITY OF EDINBURGH COUNCIL

Item No 3

PLANNING COMMITTEE

19 April 2023

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to Item 8.1 on the agenda – Proposed Changes to Short Term Let Guidance in the Non-Statutory Guidance for Businesses – Report by the Chief Planning Officer	Living Rent
3.2 In relation to Item 11.1 by Councillor Osler – Edinburgh Design Guidance – Cycle Parking	Spokes

Spokes support Cllr Osler's motion on Edinburgh Design Guidance - Cycle Parking, and urge committee members to approve it.

Edinburgh has a history of poor provision of cycle parking in new developments. Many developments were built without provision for non-standard cycles, such as cargo bikes and adapted tricycles. If such cycles are to become a practical option for all who want to use them, then providing better storage for non-standard cycles is essential. Additionally, two-tier racks are often used to fit the desired number of parking spaces into a smaller area. However, two-tier racks are hard to use, even with conventional bikes. They are particularly difficult to use for people with low upper body strength or heavier cycles such as e-cycles. The majority of cycle parking in developments should thus be Sheffield stands. Short-term parking at locations such as supermarkets should always be single-tier.

The current guidance has improved matters, particularly the policies stipulating "Maximum 50% of provision in two-tier racks" and "Minimum 20% provision for non-standard cycles". However, further improvement is still needed. For example, the guidance does not cover wall-mounted racks, which are used to avoid the two-tier rack policy. Wall-mounted racks have the same issues as two-tier racks, and they should be counted together. We look forward to the review addressing such matters, and will be happy to provide feedback.

An important matter not covered by this motion is the patchy compliance with existing guidance. For example, the council recently approved these applications:

- Yeaman Place (22/03556/FUL) - with 0% provision for non-standard cycles.
- Beaverhall Road (22/01654/FUL) - with 64% of provision in two-tier racks and 1% being for cargo bikes.

We understand that training for officers is ongoing, but committee members should also be rejecting applications which are so flagrantly non-compliant.

A wider review of cycle parking policy could also consider the use of Section 75 contributions to fund a public cycle hire scheme.

A further problem is poor provision of both access and parking at legacy sites, where permission was given long ago. An example which has caused repeated complaints over many years is Craighleith Retail Park/ Sainsbury, where the cycle (and pedestrian) access is extremely poor. Whilst the Council may not have powers to compel action here, it could work with the Chamber of Commerce, Cycling Scotland and others to encourage and incentivise businesses to recognise their responsibilities in the context of the climate crisis.

Action on measures such as cycle hire and cycling-unaware legacy developments is of growing urgency given the council's welcome commitment to 2030 net zero. Planning needs to play a full part in this.

We urge you to support this motion, and look forward to contributing to the review.

David French
Spokes planning group