

Transport and Environment Committee

10.00am, Thursday, 18 May 2023

Secure On-Street Cycle Parking project – Progress Report

Executive/routine
Wards

Executive
All

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee notes:
 - 1.1.1 The progress on installing the secure on-street cycle parking units;
 - 1.1.2 That the project has been awarded total funding of £806,600 by the Scottish Government via the Sustrans Places for Everyone Fund and Cycling Scotland's Cycle Storage Fund; and
 - 1.1.3 The installation of an additional 200 units as Phase 2, prioritising units based on population density, existing coverage, number of requests and Scottish Index of Multiple Deprivation (SIMD) decile.

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Report

Secure On-Street Cycle Parking project – Progress Report

2. Executive Summary

- 2.1 This report provides an update on the delivery of the Secure On-Street Parking project. This follows a request from Committee to examine potential changes to the scheme, including the potential to price the scheme at less than the cost of a residents' parking permit.
- 2.2 The Council is seeking to complete the installation of Phase 1 and install a further 200 units as part of Phase 2 during 2023/24 and 2024/25 to meet the growing demand. The project has received total grant awards of £806,600 from the Scottish Government via the Sustrans Places for Everyone Fund and Cycling Scotland's Cycle Storage Fund.

3. Background

- 3.1 The Secure On-Street Cycle Parking project provides a secure, ground level location for storing cycles typically for residents who live in tenements or similar flats. The aim is to reduce the risk of theft and mitigate issues associated with resident's cycles being stored in tenement or flat stairwells therefore enabling more use of the cycles for everyday journeys. The project supports walking and cycling policies detailed in the Council's Active Travel Action Plan.
- 3.2 On [21 February 2012](#), the then 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 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. It 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](#), Transport and Environment Committee approved a doubling of the number of units to be rolled out (to 180 units in total with six spaces per unit), with delivery accelerated to take place over a two year period.

- 3.5 A five-year contract for supply, installation and maintenance of the 180 units (Phase 1) was awarded to Cyclehoop Ltd and commenced in January 2019. The units provided capacity for 1,080 cycles.
- 3.6 On [22 April 2021](#)v, Committee approved Phase 2 of the project, to target the installation of a further 200 units by end of year 2023/2024. This will provide an additional 1,200 spaces, more than doubling the number of cycle spaces available.
- 3.7 This report provides a project update and consideration of potential changes to the scheme as requested by Committee. This includes the potential to charge users of the cycle parking less than the cost of a residents' parking permit.

4. Main report

Current Position

- 4.1 Within Phase 1, 108 units out of the total 180 are now installed. Two years after the first installation, occupancy rates are over 99% (644 users) with 1,586 people currently on the waiting list for a space.
- 4.2 There have been delays with installation of the remaining Phase 1 units, principally due to issues with merging the required Traffic Regulation Orders (TROs) for the Secure On-Street Cycle Parking project with those required for several larger projects (such as the Strategic Review of Parking (SRP), new Controlled Parking Zones (CPZ), changes to existing CPZs and the Communal Bin Review).
- 4.3 Impacted areas include Leith, Georgie/Dalry, parts of the city centre/ west end and Stockbridge. Progression of the required TROs was paused to enable the projects listed in 4.3 to complete the statutory legal process to avoid overlap in the measures being proposed in the orders.
- 4.4 The next installation is now programmed for May to June 2023 and will complete the majority of installation of Phase 1. The exception being four locations where the TRO process has not yet been completed and any locations that encounter issues on site during installation.
- 4.5 Phase 2 installation (the further 200 units) is targeted to commence by the end of the 2023/2024 financial year (the proposed locations are shown in Appendices 2 and 3).
- 4.6 There are currently requests for 371 possible new locations comprising 741 individuals. On average, six new requests from residents are received each week.

Current Pricing

- 4.7 Users pay a monthly charge of £6 to the supplier to use the service, in addition to an £25 initial deposit. Annual cost is £72 (not including initial deposit). The supplier sets aside £1 per month for each filled space which, based on 80% occupancy of 180 units, to create an annual income of £10,368 for the Council. This income is ring-fenced to meet the cost of any major repairs not allowed for within the contract

and/or potential future expansion of the scheme. Appendix 1 allows comparison of this charge with current parking permit charges.

- 4.8 Units have been damaged in one deliberate attack which was an unsuccessful attempt to break into a hangar. Repair costs were within the monthly ring-fenced repair fund. There have also been a few incidences of graffiti however the cost of repair and graffiti removal costs have not yet exceeded the monthly contingency fund.
- 4.9 While a comparison with parking charges is understandable and legitimate, it is worth noting that the cycle hangers require much more intensive management (due to the provision of lockable storage) as well as a specific repair and maintenance service that is not needed for on-street car parking spaces. The fees for cycle parking do not cover the capital cost of the units.
- 4.10 Reducing the current cycle parking charge whilst retaining the current service would require a subsidy, for which there is currently no provision in the Council budget. A £1 monthly reduction could be delivered by removing the element of charge that goes towards repair/replacement of damaged units but this would mean no funding would be available for these services and over time units could become non-functional.
- 4.11 To date, only five complaints have been received about the magnitude of the cycle parking charges. These complaints have tended to compare the cost per square metre relative to permit parking for motor vehicles.
- 4.12 For the reasons above, it is considered essential to continue charging fees on the existing level to maintain and expand the existing system. The supplier contract is due to be renewed in January 2024, although a one year extension option is available. During contract renewal process the Council will explore options for reduced charge for units located in areas of multiple deprivation and for people receiving benefits. This could be cross-subsidised by slightly higher charges outwith areas of deprivation.

Future Installation

- 4.13 A clause in the existing contract with Cyclehoop allows for additional purchases to be made until the end of the contract in January 2024.
- 4.14 The project has been awarded funding of £806,600 for Phase 2 by Scottish Government via Sustrans Places for Everyone Fund and Cycling Scotland's Cycle Storage Fund
- 4.15 To track future demand, a system has been established to log numbers of new requests and cross reference against a suggested location's position in the Scottish Index of Multiple Deprivation (SIMD). A priority weighting could be given to requests in lower decile areas of the SIMD.
- 4.16 Having reviewed the work involved to date in delivering the current roll out, it has been found that the required preparatory work (principally the TRO process) has taken longer than expected.

- 4.17 The Council have reached an agreement with the supplier to provide an unspecified number of adapted units that can hold cargo or adapted cycles to improve the accessibility and inclusiveness of the project. These can be swapped with standard hangars within the agreed budget. Smaller units are also available which can be placed in narrower spaces.
- 4.18 In 2022, the project received a Scottish Transport Award for Excellence in Walking, Public Realm and Cycling in partnership with Cyclehoop and Glasgow City Council.

5. Next Steps

- 5.1 The next steps for the project are to:
- 5.1.1 Continue with completing installation of cycle storage units from Phase 1;
 - 5.1.2 Prioritise units based on population density, existing coverage, number of requests and SIMD decile for Phase 2; and
 - 5.1.3 Consider upgrading the applications process to collect data on where adapted storage units would be most useful.

6. Financial impact

- 6.1 The cost of purchase and installation of the new units (£806,600) will be funded by the Scottish Governments via Sustrans Places for Everyone Fund and Cycling Scotland's Cycle Storage Fund.
- 6.2 Sustrans will fund 70% and Cycling Scotland will fund 30% respectively.
- 6.3 Design and officer management costs will be met 100% from Sustrans. Therefore, no funds will be allocated to this project from the Capital Budget.

7. Stakeholder/Community Impact

- 7.1 For each location in the first pool of 180 hangars, letters were sent to all businesses/residents likely to be impacted directly, up to a maximum distance of 50m, and to ward members including the Community Council. The data indicated an average approval rate of 70%. Unpopular locations were highlighted and removed from the target list.
- 7.2 For future roll outs this non-statutory process is not considered to be required given that lessons have been learned on what kind of locations prove to be popular. The statutory consultation as part of the TRO process allows people at the targeted locations to object to installation locations.

8. Background reading/external references

- 8.1 Transport and Environment Committee report on [4 October 2018](#).
- 8.2 Transport and Environment Committee report on [22 April 2021](#).

9. Appendices

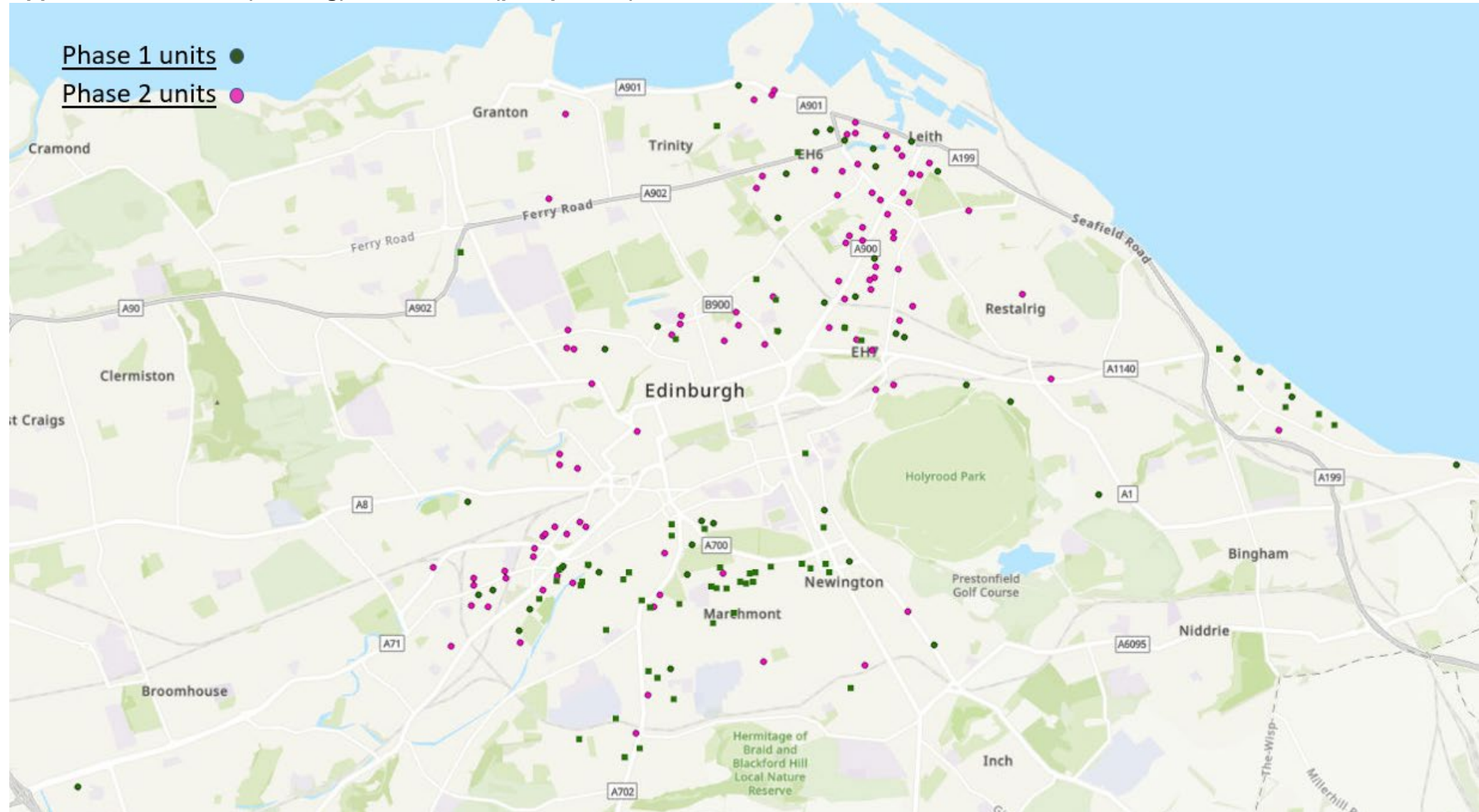
- 9.1 Appendix 1 - Existing Parking Charges.
- 9.2 Appendix 2 - Phase 1 (existing) and Phase 2 (prospective).
- 9.3 Appendix 3 - Phase 1 and 2 by SIMD.
- 9.4 Appendix 4 - Phase 1 and 2 by Population Density.
- 9.5 Appendix 5 - Phase 1 and 2 by Demand.
- 9.6 Appendix 6 - Phase 1 and 2 by Demand and Population Density.

Appendix 1 – Existing Parking Charges

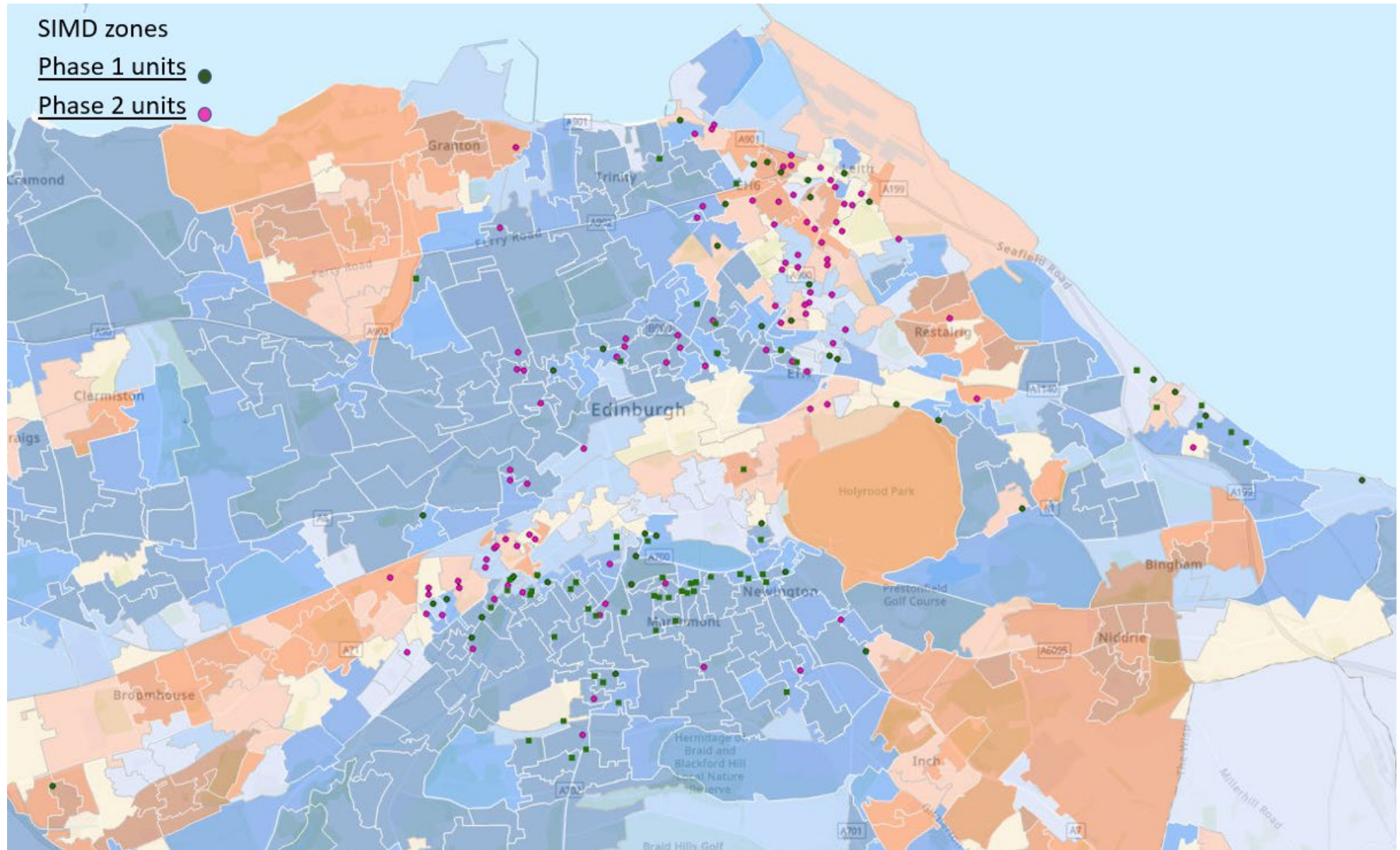
Residents Permits - New Charges from 3 April 2023

		Bands	1	2	3	4	5	6	7
		Engine Size (cc)	0 to 1000	1001 to 1200	1201 to 1800	1801 to 2000	2001 to 2500	2501 to 3000	3001+
		CO ₂ (g/km)	0 to 100	101 to 120	121 to 140	141 to 165	166 to 185	186 to 225	226+
Charges - Central Zones (1-4)	Permit 1	3 Month Permit 6 Month Permit 12 Month Permit	Not Applicable Not Applicable £70.20	£55.80 £100.60 £167.60	£80.50 £145.20 £242.00	£98.20 £176.90 £294.90	£116.40 £209.70 £349.60	£153.00 £275.70 £459.50	£221.30 £398.80 £664.70
	Permit 2	3 Month Permit 6 Month Permit 12 Month Permit	Not Applicable Not Applicable £84.30	£67.00 £120.70 £201.20	£100.70 £181.50 £302.50	£122.70 £221.20 £368.70	£145.50 £262.20 £437.00	£198.90 £358.40 £597.40	£287.70 £518.50 £864.10
Charges - All Other Zones (5-8, S1-S4 & N1-N5)	Permit 1	3 Month Permit 6 Month Permit 12 Month Permit	Not Applicable Not Applicable £34.70	£27.20 £49.10 £81.90	£38.90 £70.20 £117.00	£47.20 £85.00 £141.70	£55.50 £100.10 £166.90	£72.10 £129.90 £216.50	£102.00 £183.80 £306.30
	Permit 2	3 Month Permit 6 Month Permit 12 Month Permit	Not Applicable Not Applicable £41.70	£32.70 £58.90 £98.30	£48.70 £87.70 £146.20	£59.00 £106.30 £177.10	£69.40 £125.10 £208.60	£93.70 £168.90 £281.50	£132.60 £238.90 £398.20

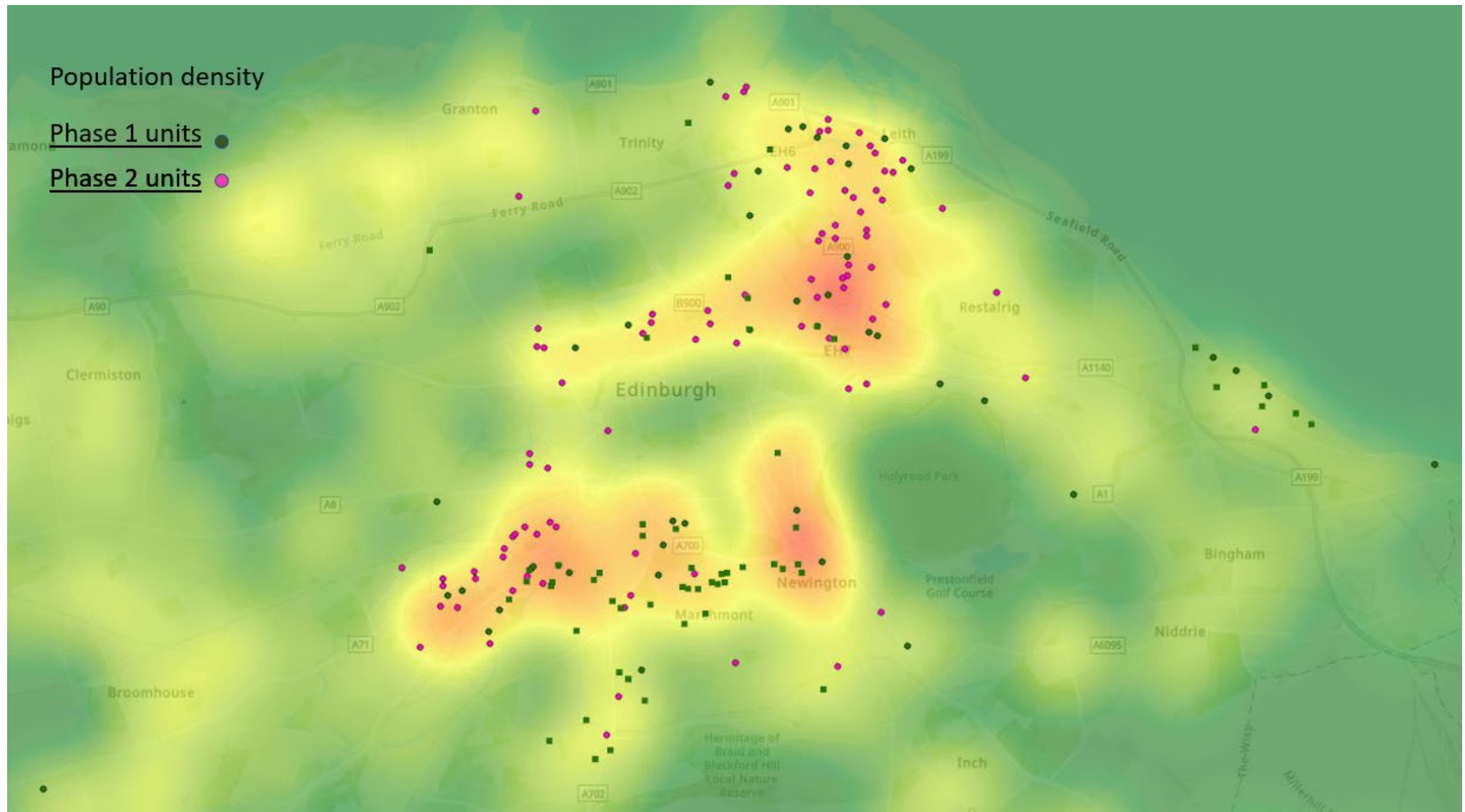
Appendix 2 - Phase 1 (existing) and Phase 2 (prospective)



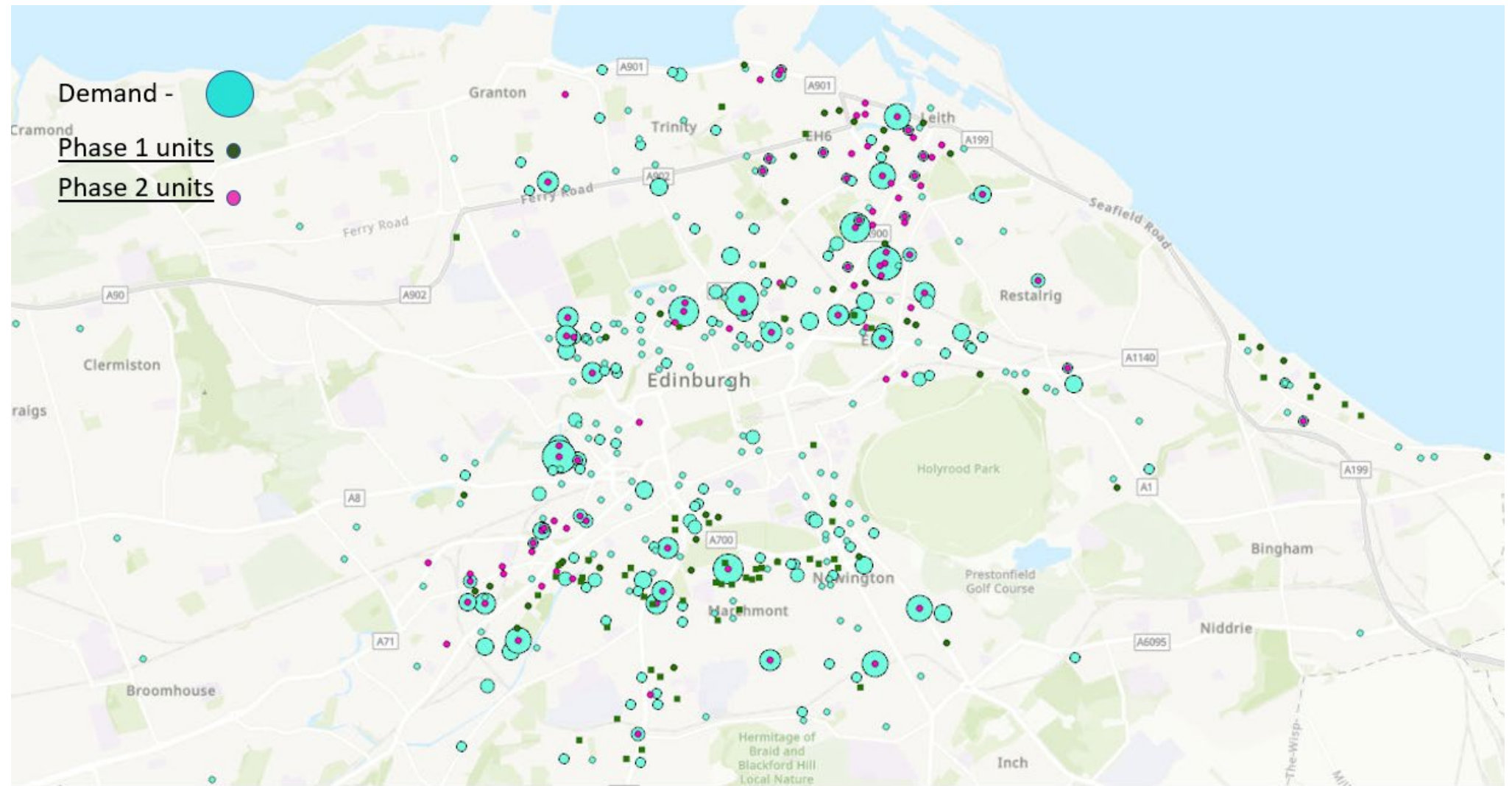
Appendix 3 - Phase 1 and 2 by SIMD



Appendix 4 - Phase 1 and 2 by Population Density



Appendix 5 - Phase 1 and 2 by Demand



Appendix 6 - Phase 1 and 2 by Demand and Pop. Density

