

Cycling  
Scotland



## Agenda

- Welcome from Chief Executive – Keith Irving
- Introduction & Background (cycle storage report) – Paul Downie/ Hugh Macgregor
- Social housing partnership fund presentation by Angus Housing Association – Lydia Banks
- Presentation on Edinburgh’s residential cycle storage scheme – Joe Taylor (CEC)
- Presentation on Glasgow’s residential cycle storage scheme – Collin Little (GCC)
- Run through of application – Paul Downie
- Q & A session



## Background

Increased demand for funding for residential cycle storage

- Since the launch of the Social Housing Partnership Fund in 2019 residential cycle storage has been the most requested item for funding
- 75 sites awarded across Scotland between 2020 and 2022





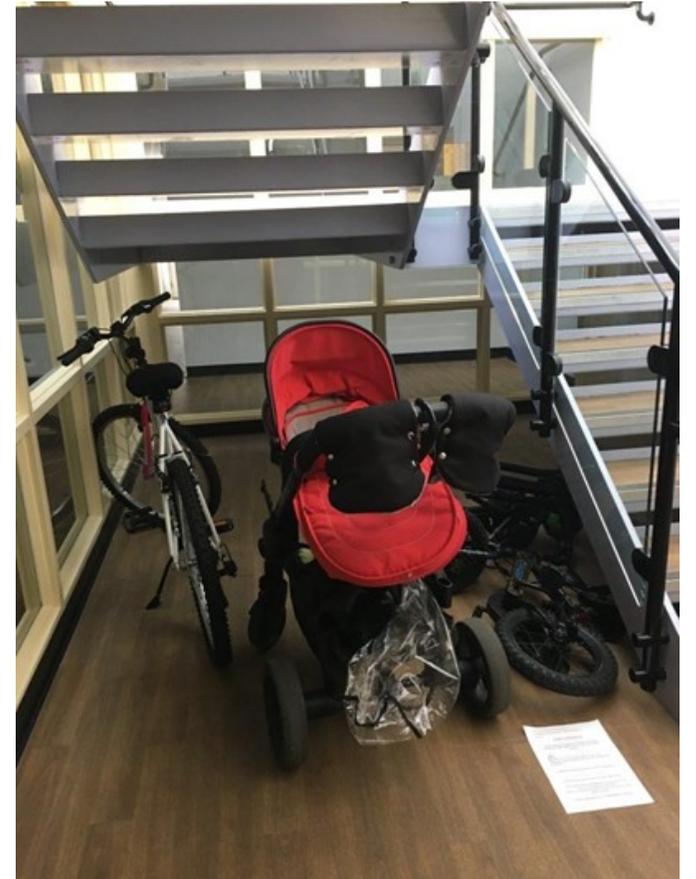
## Objectives of the report

- Quantify the number of households without access to suitable residential cycle storage.
- Provide an overview of existing cycle storage provision initiatives in Scotland.
- Provide an overview of residential cycle storage initiatives elsewhere in the UK and in other countries.
- Highlight common issues and themes surrounding residential cycle storage by interviewing key stakeholders in housing and active travel in Scotland.
- Make recommendations to improve the provision of residential cycle storage in Scotland.



## Findings

- A third of Scottish households are likely to be living in accommodation without access to suitable cycle storage.
- The retro-fitting of cycle storage in existing housing stock is limited and cost is seen as a barrier to improving residential cycle storage.
- Awareness and knowledge about good design in residential cycle storage is patchy as is awareness of existing technical design guidance.





## What does suitable residential cycle storage look like?

- **Covered** - provides protection from the weather
- **Secure** - provides protection from theft and vandalism
- **Safe** - people do not feel vulnerable or at risk when using the facility
- **Convenient** - is located within the home or building or if it is an external facility it is located at or near the entrance.
- **Accessible** - can be easily accessed and does not require users to carry or lift bikes, navigate stairs or other obstacles.
- **Inclusive** - takes into account the differing needs of potential users.



## Secure cycle storage in social housing setting

- In areas with single housing provider and large amount of available space different storage solutions can be considered
- Storage should be flexible and easy to access for residents
- Storage is ideally situated in overlooked well lit areas and close to resident's housing
- Affordability must also be considered





## Secure on street cycle parking schemes - UK

- On street cycle storage schemes are becoming more prevalent across the UK and are the most common cycle storage initiatives.
- Work well in high density mixed tenure areas where there is a lack of alternative space available
- Require local authority to lead on the implementation of the scheme
- Most schemes charge users monthly to rent a space which is not suitable for all areas and housing tenures





**Lydia Banks – Tenant Engagement Officer  
Angus Housing Association**



## City of Edinburgh Council presentation – Joe Taylor



# SSCP Consultation

Methodology and Data

# Background

Transport and Environment Committee meeting 1<sup>st</sup> Nov 2016 requested a non statutory public consultation to establish demand in the areas we had selected to receive units.

1<sup>st</sup> deployment of SSCP in Scotland so it was felt important to assess public opinion

Standard statutory consultation does not generate much data.

# Methadology



At least one month to respond, later extended to two months.



Leaflet residents within 100m of a hangar location.



Recipients would be directed to a URL where they could enter feedback.



Leaflet also had a freepost address.



7400 leaflets were delivered.



Invitations to participate were also directly sent to Councillors and Community Councillors in the wards impacted by the projects.

## Secure Cycle Parking in Edinburgh



Cycling is an increasingly popular way to get around Edinburgh.

We're growing the number of cycle routes and more people now own bikes. Storing bikes is an issue, particularly in central areas with tenements.



We're addressing this by proposing installation of secure cycle parking units across the city, initially on 79 streets. Your street or a street nearby is part of the proposal and we'd like to hear your views.



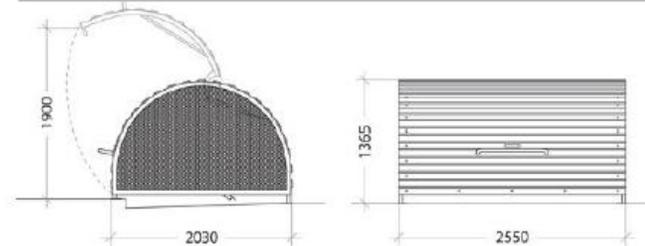
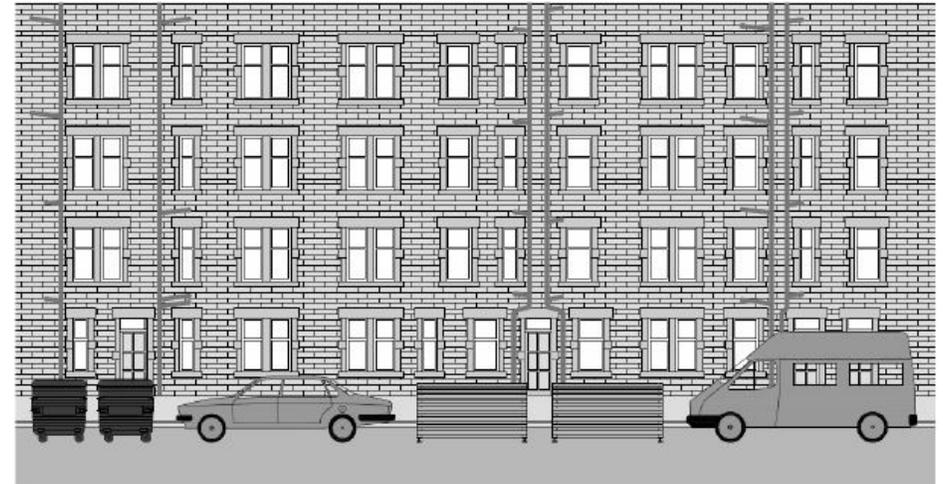
### HAVE YOUR SAY

**Closing date 30 September 2019**

- Go online to see street plans and share your views:
- <https://consultationhub.edinburgh.gov.uk/sfc/c233daa8>
- or write to us at the freepost address on the reverse side of this flyer.

<https://consultationhub.edinburgh.gov.uk/sfc/c233daa8>

## Secure Cycle Parking in Edinburgh



**Unit  
specification**

### WHAT HAPPENS NEXT?

After this consultation, we'll review responses before proceeding with Traffic Regulation Orders to allow installation. These will be advertised on street and need Council approval.

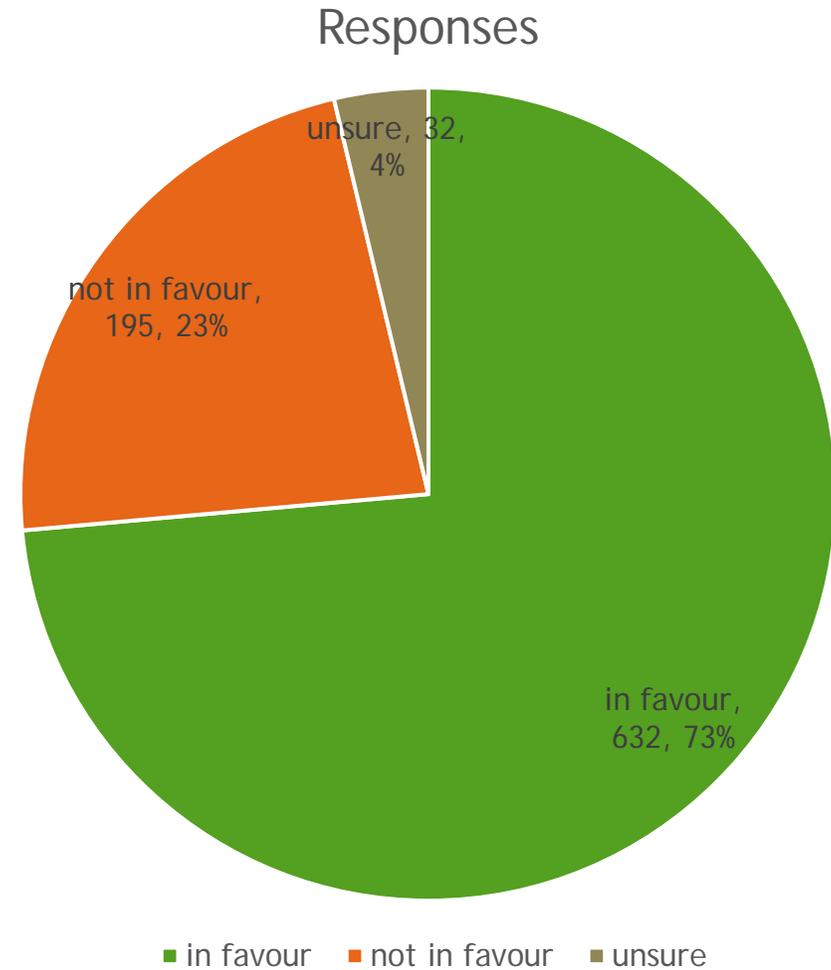
Installation is expected to start in winter 2019 on all approved streets.

**You can also post feedback to the address shown below. No stamp required.**

**FREEPOST - RTUK - XHYY - JZJJ**  
Secure Cycle Parking  
The City of Edinburgh Council  
Mailpoint G4, Active Travel  
4 East Market St  
Edinburgh  
EH8 8BG

# Results

- ▶ Total respondees: 859
- ▶ In favour: 632 73%
- ▶ Not in favour: 195 22%
- ▶ Unsure: 32 3%
- ▶ (Letters in favour) 5
- ▶ (Letters opposed) 10



# Interpreting the data

Most popular	
Negatives approaching TRO threshold	
Negatives breaching TRO threshold	
Most Unpopular	
Street not within 50m of hangar	
Street not included but in close proximity	

## Adjusting for non hangar locations

In favour	467	72.2%
Not in favour	158	24.4%
Unsure	22	3.4%

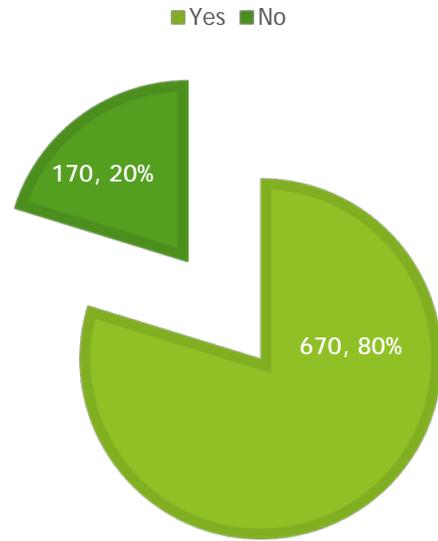
Ashwood Gait	1		
Balcarres Street	4	2	
Balfour Street	1		1
Baltic street	1		
Bath Street	33	2	2
Belhaven Place	1		
Bellevue road	2	2	
Bernard Street	1		
Bernard Terrace	1		
Blackwood Crescent	7		
Blantyre Terrace	2		
Brighton Place	2		
Brougham Place	2		
Brunstane Road	1		
brunswick street	1		
Brunton terrace	1		
Bruntsfield Gardens	3		
Bruntsfield place	1		
Bryson Road	17	4	
Buchanan Street (South)	2		
Buchanan Street	2	9	
Buchanan Street (North)	2	1	
Causewayside	1		
Claremont crescent	6	1	
Clovenstone Park	1		
Cluny gardens	1		
Comiston place	11		
Comiston road		1	
Commercial street	1		
Connaught Place	1		
Craighall Crescent	6	2	
Craighall Road	2		
Craighouse Gardens	2	1	
Crighton place	1		
Dalkeith road	2		
Dalmeny Street	1		
Denham Green Avenue	3	1	
Dudley Avenue	11	10	
Dudley crescent		1	
Dudley Gardens	7	29	
Dudley Terrace		2	
Dundee Terrace	9	1	1
East London Street	4	1	
easter road	1		
Eastfield	4	1	1

# Least popular locations

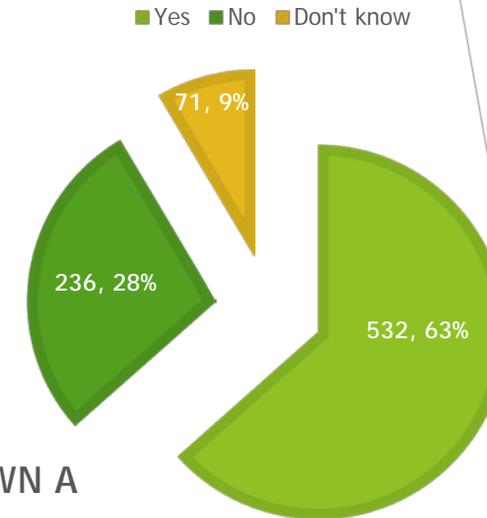
- ▶ Shandon Street 3:8
- ▶ Mertoun Place 4:5
- ▶ Dudley Gardens 7:29
- ▶ Buchanan Street 6:10

# General survey questions

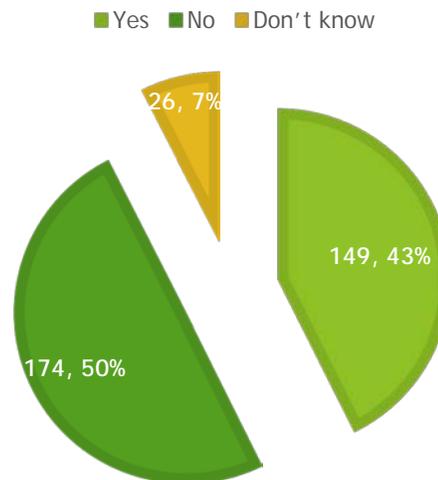
Q4. DO YOU CURRENTLY OWN A BICYCLE?



Q5. WOULD YOU USE SSCP?



Q6. WOULD SSCP ENCOURAGE YOU TO OWN A BICYCLE?



# In Your Own Words

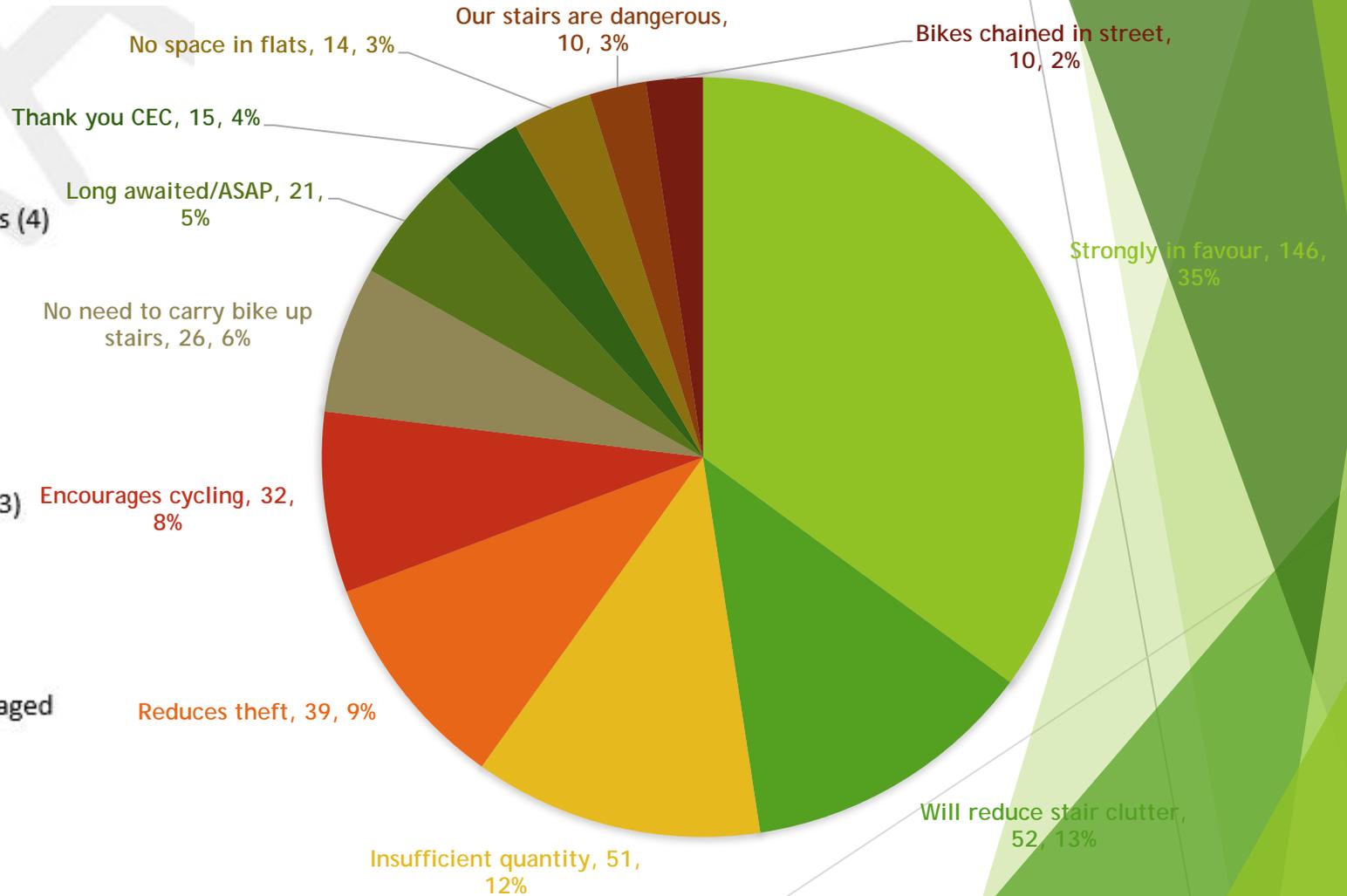
- A proposed bike shed will be of benefit not only to the cyclists but to other locals who are within the area, as it will improve the aesthetics and safety of the pedestrian paths. Bicycles will no longer be loosely tied to fences, which make the street appear messy and clustered. This will also ensure the path for pedestrians is more clear, and lastly the personal safety of cyclists will be protected as a code and designated shelter will alleviate issues of theft.
- Would give more people confidence to try cycling knowing they can store their bike safely
- We are unable to keep bikes in our building or flat (landlord directive) and we had bikes stolen when we left them locked on the street. We are considering buying new bikes but only when we are sure that we will have a safe space to store them. This storage unit could provide that and we could cycle to work again.
- There are so many bikes locked on top of each other in our stairwell, it would be really useful to have a secure place nearby where they were easier to access. This would be really helpful and definitely make cycling around the city easier.
- This is an absolutely brilliant idea. We've had years of issues with huge fleets of bikes cluttering up the entrance area of our stairway, causing mess (makes cleaning impossible) and arguably fire hazards. The challenge will be to encourage people to \*use\* these bike shelters. I have a strong feeling that many people will just keep parking bikes in tenements as it's handier (and, they might argue, safer) - so in practice I'm not sure whether it'll sort the main issue - from your leaflet: "storing bikes... particularly in central areas with tenements". That's the problem - encouraging people to use these units. Could the council INSIST that bikes be kept in these units if they're available?
- I think it would be a very good idea, as currently, there are about 2-3 bicycles on every floor in the hallway which not only take up space but also make it very unsafe in case of a fire. Beside this, I think it will encourage people to use their bicycles more and also very space efficient.
- Highly support the addition of on street bike lockers. I live in a tenement and have had to get rid of my bike as I have nowhere to store it as my stair is already full of bikes. As one of the streets that had the most response to the initial consultation I am a little disappointed that there is no provision on Straiton Place itself. Could consideration be given in the next round to another storage locker here? Perhaps at the end on parking, on the prom itself or on the grassy area besides the park?
- I live in a flat on St. Stephens street and currently have nowhere to park my bike as my landlord does not allow me to keep it in the flat. At the moment I keep it attached to a lamp post, not ideal for security reasons. So I would love to see secure cycle parking on my road.
- This is badly needed. I would love to use a bicycle in Edinburgh for short journeys (instead of my car), but I haven't bought one because I have no safe place to store it.
- There isn't enough space in our tenement stair. Most of our flats are HMOS and if every student has 1 bicycle we could have up to 16 bicycles in the tenement. I live on the second floor and if I could have a secure parking space I would use my bicycle more often.
- I do not want these large cycle parking units right outside our flat. There is plenty of common grass area on both sides of Telford Road which could be used to accommodate a unit. We have already allowed refuse bins on our property and I do not want something else in front of Telford Road.
- The location of proposed hanger would obstruct the access for Emergency Services as it would be right in front of the door that access the backgreens to 20 houses. It would also be a magnet for theft. There has been a lot of that around this area. Consult with the police for verification.
- What a daft idea. These ugly unnecessary street bike bins will be vandalised immediately and the contents damaged or stolen, causing you a big headache. You are trying to invent a need that simply isn't there by creating a a eyesore that is not wanted. Spend the money on mending the pot holes instead.
- having bike storage units will reduce the amount of parking spaces. the zone my side street is assigned to (8) is already full and, although i have a parking permit for which i pay over £100 per year, i struggle to find a parking space every day. I cannot see having the bike storage unit improve my situation or situation of other car owners
- It's already noisy with folk constantly going into the bins and the bus service out front. Adding bikes there just creates more noise and the potential for accidents to happen - it should not be anywhere near a bus stops on either side as cyclists will block the path or road creating more idling. Also, if there are mothers with prams going through then it creates less room too as well as one less space for parking. Surely you can have it somewhere else?
- Used to be free parking in our street, then council changed to pay and display. Permit prices increase year on year with parking in the area now at a premium, especially after the council installed rubbish bins and recycling bins taking away car parking spaces - so now space is being taken away once again for these large bike bins. Friends no longer visit due to difficulty in finding any car parking space in the evening. As a pensioner all I see is my area being littered with yet more "street furniture" instead of imposing these things on us has anyone at the council though to ascertain how many RESIDENTS actually use a bike daily?
- I am COMPLETELY opposed to this scheme. 1 - It is a waste of money 2 - These sheds will soon be full up with abandoned bikes 3 - They are taking up extremely precious parking spaces, when is already very restricted.
- Words fail me, as I cannot believe that the Council is even considering this waste of Council Tax payers money. If the you own a bike then you can carry it up the stairs or face a fine for leaving it lying about stairwells. This council bends over backwards for cyclists and does

# Comment Themes

## TOP COMMENTS FROM THOSE IN FAVOUR

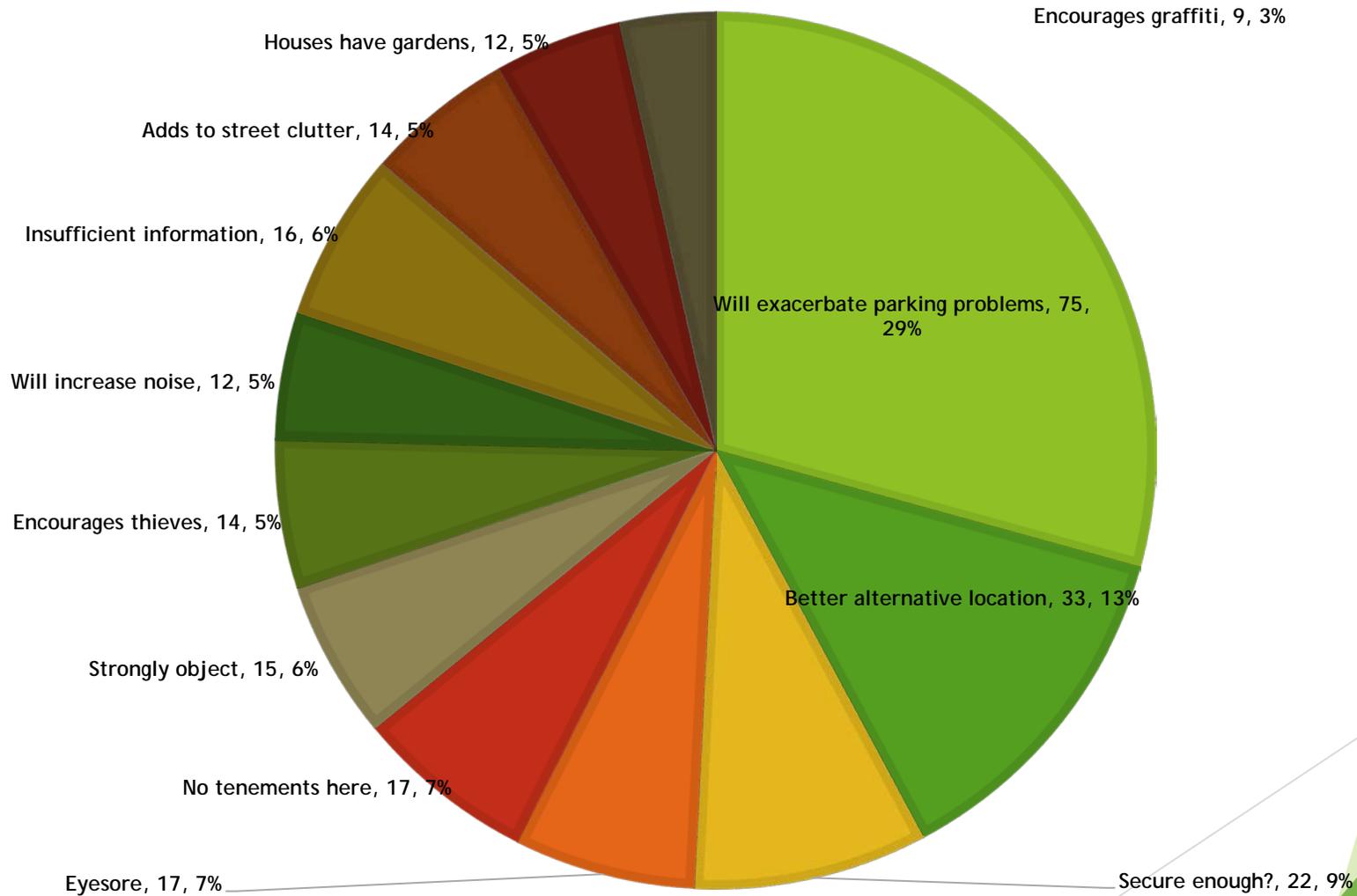
### Woodburn Terrace

- Not enough (car) parking here (4)
- More would be better! (5)
- Too many bikes in stair (5)
- Hard to take bikes up many flights of stairs (4)
- Bikes damage stairwell paint
- Hugely in favour (4)
- Would declutter our stair
- Lots of bike theft here from stairs (3)
- How to deal with abandoned bikes? (3)
- Encourages children to cycle
- Allocation scheme should be considered (3)
- How secure is it?
- Need more info (3)
- Insurance info needed (2)
- Eyesore (2)
- Cycling is unsafe and shouldn't be encouraged
- Will add to street clutter (2)
- There is a better location for it
- I applaud the Council
- Good for the environment
- How much will the fee be?



# Top Comments Against

TOP COMMENTS FROM THOSE AGAINST



# You Asked, We Did

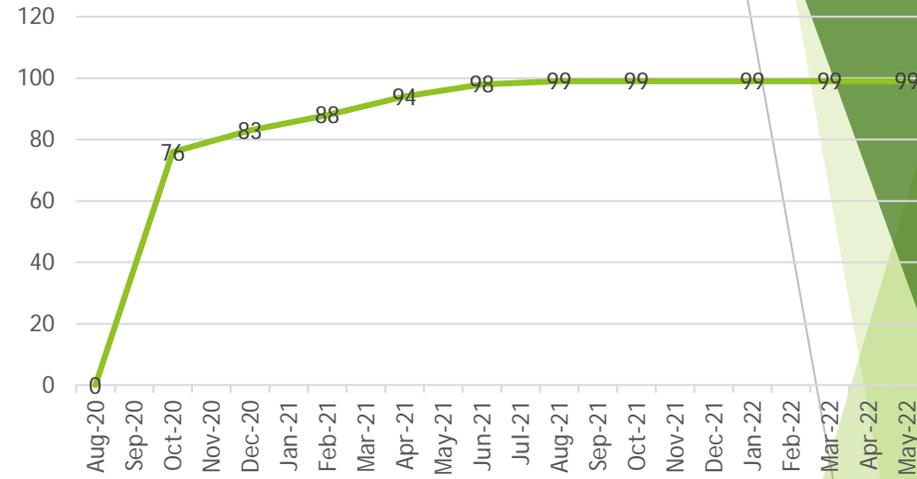
- ▶ Four sites removed following consultation
  - ▶ Five sites relocated to better locations on the same street.
- 
- ▶ Politically useful
  - ▶ Offers evidence that hangars are popular in most locations
  - ▶ If not popular there is usually a good reason for this.

# Uptake

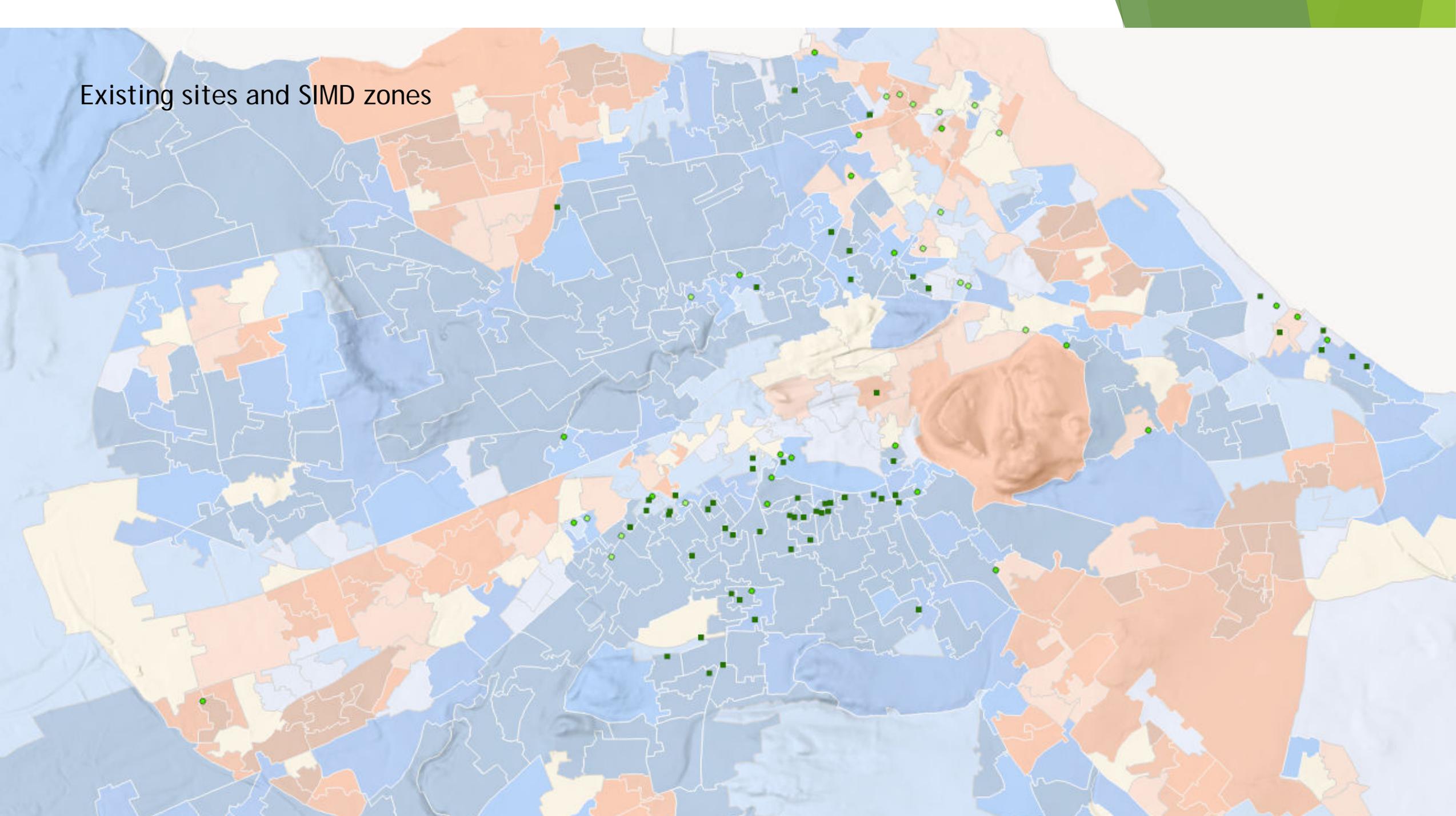
## Waiting List



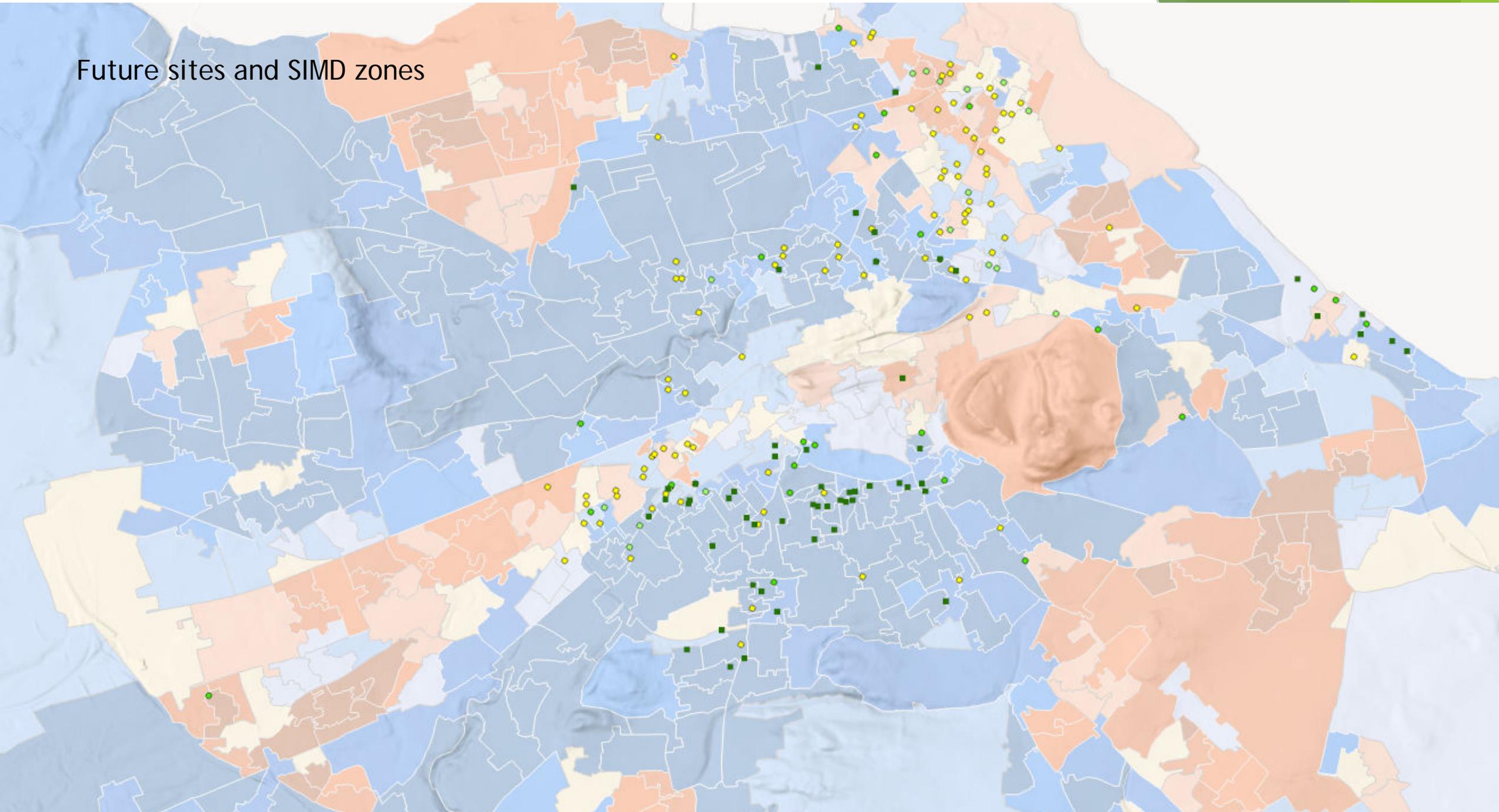
## Occupancy (%)



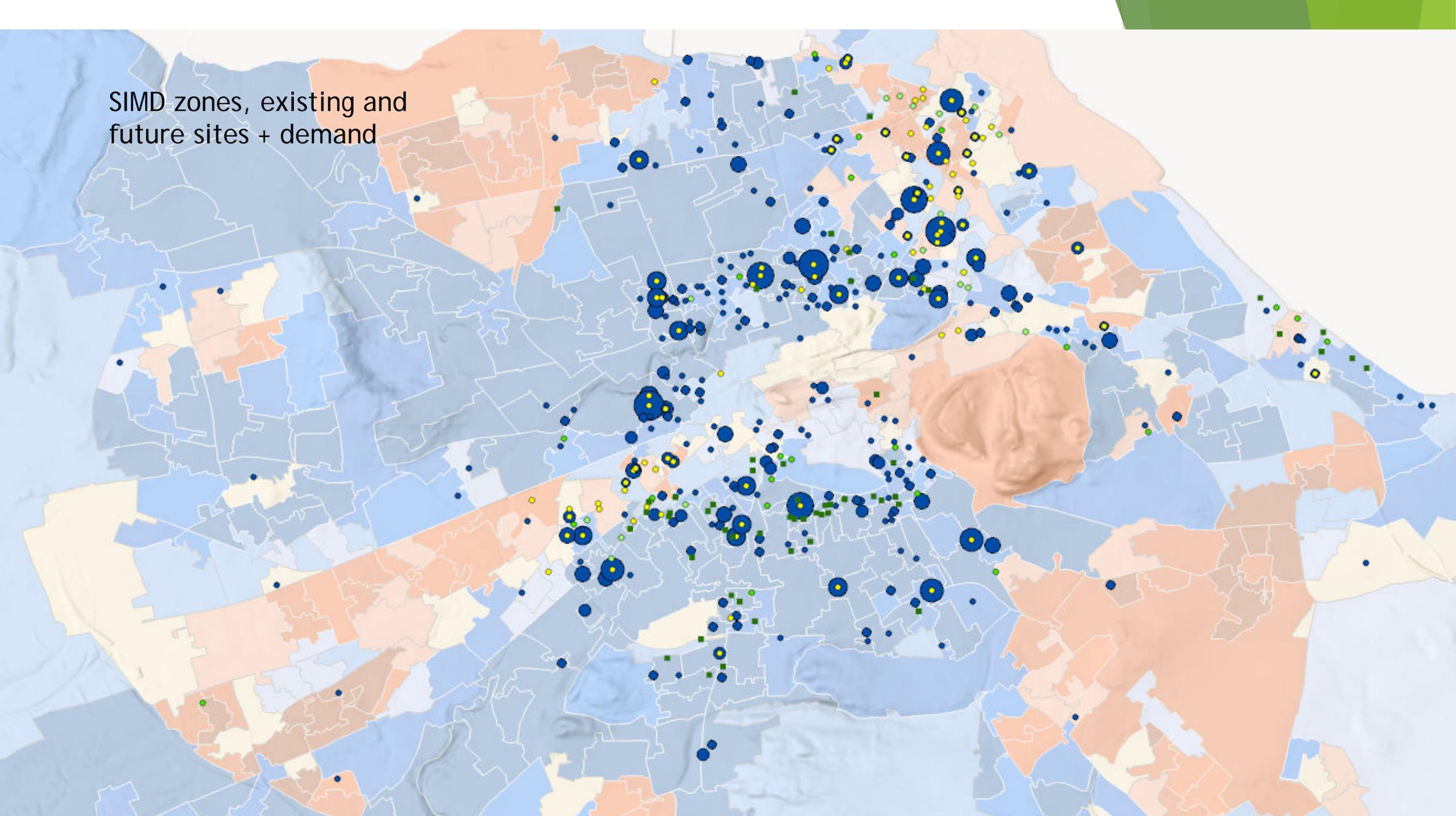
Existing sites and SIMD zones



# Future sites and SIMD zones



SIMD zones, existing and future sites + demand





## **Glasgow City Council presentation – Collin Little**



# Secure On-Street Cycle Parking

## Pilot Update & Expansion



**SERVICE  
AWARDS  
2022**

Best Innovation or  
Demand Management  
Initiative  
- FINALIST



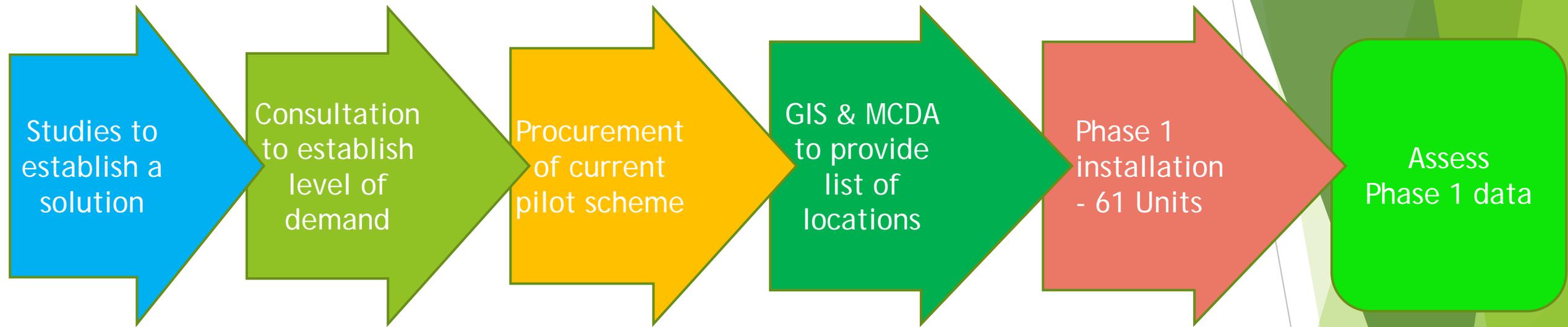
# Pilot - Background

- ▶ To overcome storage as a barrier to cycling
  - ▶ Lack of storage in flats
  - ▶ Narrow stairwells making movement of bikes difficult
  - ▶ Lifting bikes up and down stairs is a disincentive to use
- ▶ To overcome accessibility barriers due to inability to lift heavier bikes
  - ▶ Ebikes
  - ▶ Cheaper bikes
- ▶ Reduce the presence of bikes of stairwells
  - ▶ Reduction in thefts from these locations
  - ▶ Reduction in tensions due to abuse of communal space
- ▶ Capital Budget £490K provided for Pilot





# Pilot Scheme Development



Date of Report	Number of units	Performance Data				Incidences of Damage	Graffiti	Anti-Social Behaviour
		Occupied Spaces	Available Spaces	Occupancy Percentage	Waiting List			
01/08/2021	59	329	25	92.9%	871	2	1	1
01/09/2021	59	331	23	93.5%	995	2	2	1
01/10/2021	59	335	19	94.6%	1113	0	1	0
01/11/2021	61	351	15	95.9%	1218	1	0	0
01/12/2021	61	350	16	95.6%	1284	0	1	0
08/02/2022	61	359	7	98.1%	1500	0	0	0

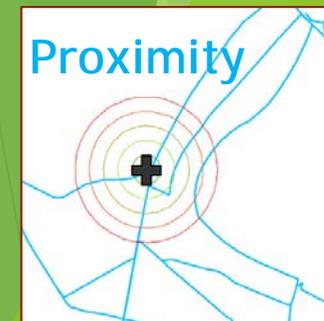
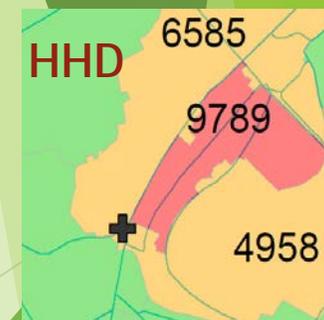
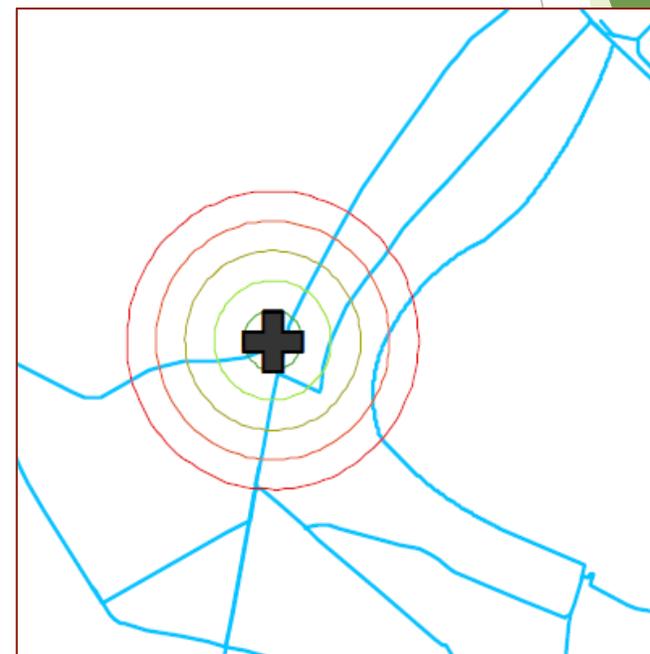




# Phase 1 - Location Choice

- ▶ Locations were assessed via Multi-Criteria Decision Analysis (MCDA)
- ▶ Home postcodes from consultation used to determine initial locations
- ▶ Scored by specific criteria to help prioritise choice
- ▶ These criteria were:
  - ▶ Number of requests (from consultation data) - **Requests**
  - ▶ SIMD rating - **SIMD**
  - ▶ Areas of higher household density (tenements) - **HHD**
  - ▶ Proximity to existing and planned cycle routes - **Proximity**
  - ▶ Are we able to progress unit at location - **Deliverability**
- ▶ These scores were used in the formula:

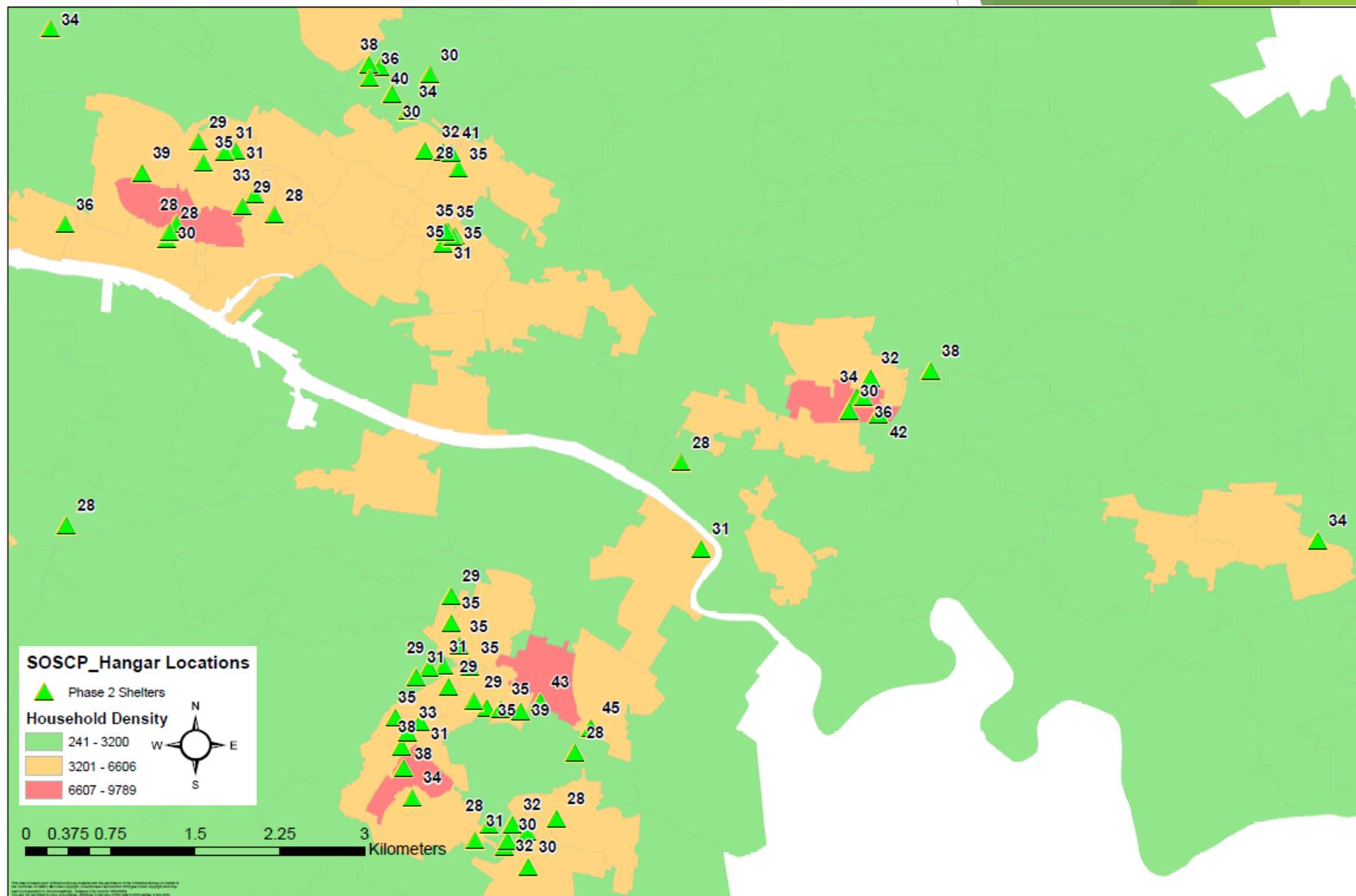
$$\text{Requests} + \text{SIMD} + \text{HHD} + \text{Proximity} + \text{Deliverability} = \text{Score}$$





# Phase 2 - Location Choice & MCDA

- ▶ Process output the 70 additional locations shown
- ▶ Additional 420 storage spaces
- ▶ Continued expansion of the scheme in areas where storage is an issue
- ▶ Responsive to expansion in SIMD areas
- ▶ Installations completed February/March 2022
- ▶ Total Pilot Shelters Ph1 + Ph2 = 131 providing;
- ▶ 786 Cycle spaces
- ▶ Currently >98% occupancy



# Secure On-Street Cycle Parking

Thank you

## Application and guidance note

- Updated guidance note on cycle storage has been produced looking at general considerations, shelter designs and examples of cycle storage
- Guidance and application form circulated on the 2<sup>nd</sup> September
- Application form is 7 pages in length and follows the same format as other Cycling Scotland funding applications



### Secure shelters

Examples shown:  
Shetland Composites Double bicycle locker (left) and a green roof cycle shelter (right)



### Secure shelters

Example shown:  
Broxap Anti-Vandal Wardale Cycle Compound



### Secure shelters

Example shown:  
Turvec Cubic Wooden Shelter

### Project Location - Site details

Sites are where your project will take place and may be different from your organisation's main address. In this section, please indicate if your organisation has multiple sites and if you're applying for funding for more than one sites.

If yes, please add specific details for each site you are applying for funding for by clicking "add another site" at the bottom of the page.

Does the organisation have multiple sites? \*

- Yes
- No

#### Site details

If you are only applying for one site or the site details are the same as the organisation details, please repeat the information from the previous page.

Site name \*

Housing stock type \*

Number of households at this site

Address \*

City \*

Postcode \*

[Add another site](#)

### Your project

Please tell us what items or activities you are applying for funding for, how these will be used to promote active travel, and who you intend to work with to deliver the project.

You'll be asked to provide financial information about these items/activities in the next section.

#### Project summary

What items/activities are you applying for funding for?

- Cycle storage/parking
- Bike
- Bike accessories
- Bike maintenance equipment
- Resource to implement residential cycle storage facilities
- Other facilities/capital improvements (please specify)

Please describe your proposed project - tell us how the items/activities selected above will be used to reduce barriers to and promote active travel and, how your organisation will deliver the project \*

Please describe the specific risks that may affect the delivery of this project \*

Please provide information relating to recorded demand for cycle storage. This information will support the application and can include the following:

- Evidenced demand from residents/tenants, surveys
- Latent demand evidenced by need to clear stairwells, communal areas
- Local authority planning conditions and/or policies on active travel, Strategic Housing Investment Plans (SHIP).
- General estate improvement / regeneration

Please tell us about any partners you intend to work with to deliver the project - who are they and what will their contribution to the project be? \*

Has space been identified. Please provide detail, i.e. on street, back court, repurposed car parking space etc. \*

Where the funding request relates to mixed tenure housing, please clarify if consultation is ongoing or owners approval is in place. \*

- Consultation ongoing  Approval in place

### Project budget (requested funding)

In this section, please tell us about the funding you are applying for

You can add additional items by clicking "add another budget item" at the bottom of the page.

Where possible please use quotes, but if these are not available estimates can also be accepted.

#### VAT details

Is the organisation VAT registered? \*

- Yes  No

Is the organisation able to reclaim VAT paid for this project? \*

- Yes  No

#### Requested funding

Category \*

Please select...

#### Cycle Parking

Please make sure that costs for delivery, installation and ground works are accounted for. Individual bike lockers are unlikely to be funded due to priority for communal parking facilities.

You can find more useful information on the installation of cycle parking in [this guide](#).

Description \*

Quantity \*

Supplier \*

### Project budget (organisational contribution)

We expect that all projects will be making some kind of contribution to the project, whether through in kind contributions (staff time, use of premises etc.), match funding (financial contributions) or other means.

Match funding is a consideration when assessing bids, and is used by Cycling Scotland to understand the overall scope of a project bid.

Please add specific details for each item by clicking "add another response" at the bottom of the page.

#### Organisational contribution

Category \*

**Value in-kind** are non-cash contributions by the applicant organisation, e.g. staff time to deliver the project.

**Match funding** is any cash contribution to support the project.

Description \*

Total contributed (£) \*

[Add another response](#)

#### Total organisational contribution

Sum of all items (£)

### Submission

#### Supporting documents

You can upload up to 4 supporting documents, e.g. pictures of the current facilities, supplier quotes, VAT confirmation. Our assessment process focuses on the application form - all the questions asked previously should be answered fully on this form, with supporting documents containing supplementary information.

Upload file:  No file chosen

#### Confirmation

I agree to Cycling Scotland's [Privacy Policy](#) \*  Yes  No

I confirm that the details provided in this application are correct \*  Yes  No

After clicking 'Review and submit', you will have the opportunity to review the full form before submitting your application. You can also choose to print your application at this stage for reference.

On the following page, please note that the page may take several seconds to process, so only press the 'Submit' button once.

# Questions & Answer

## **Would the fund allow adding in provision of public cycle pumps? Has anyone tried this?**

Funding is for the installation of secure cycle storage but could be extended to include public maintenance stands/pumps if they were part of a larger installation and added further value to the project.

## **Do all LAs and HAs rent out allocated spaces similar to garages and lock-up? Is this the best way to control access and reduce ASB or the units being used as a dumping area?**

It differs depending on the type of organisation and who the cycle storage is intended for and where it is placed. Most LA on street cycle parking schemes in the UK use an outside provider to manage the schemes. Typically these will charge a monthly fee of around £6 per space. Most housing associations that have installed cycle storage for their tenants have done it as part of the overall service they provide for their tenants so there is no additional fee and the cycle store will be located on housing association land close to the intended users. In these situations using the right type of cycle store for each site and having good communication with tenants is important to the cycle stores being used as intended.

**Have officers received many queries for adapted bikes storage and how have they been met?**

There are providers of cycle storage that can accommodate adapted bikes but not many requests for these have come in.

**Are there any examples of storage being used for street art?**

Yes, at least one housing association has worked with street artists to come up with unique designs for their cycle storage.

**There is an ongoing debate about the monthly charge? Has anyone found an administration-lite approach to enable that cost to be subsidised/paid for altogether?**

The local authority fund could look into subsidising new and existing schemes if there was a strong business case for doing so.

**How do you allocate spaces when there might be one family requesting e.g. 4 spaces?**

Capped at 2 spaces per household in Edinburgh.

**Did GCC consider home locations of existing users when identifying new locations as these might be closer to existing users homes?**

This was considered when looking at new locations.

**How many additional hangars will the committed £1.5M be able to procure?**

Between 250 and 500 units depending on the chosen supplier.

**How has the uptake been in the most deprived areas? We are using a similar approach in Dundee with MCDA, using SIMD scores, and are concerned that possibly uptake will be low in these areas?**

SIMD areas were slow on uptake but are now almost full. We are working with a HA to work out a subsidy approach where cost is a barrier.

**Do you include maint. of the shelters and potential damage within your purchase and installation contract?**

General maintenance if part of contract with supplier. Graffiti, vandalism, is covered by £1 per space per month being set aside

**Is there a closing date for applications.**

No.

**Is access managed via distribution of keys or is it fancy with an app or something? Any learning to share on managing access?**

Both Glasgow and Edinburgh storage is accessed via a key but the technology that allows keyless access through an app is available through some cycle storage suppliers.

**Has there been an issue with the visibility of the on street provision? I see there is no signing on them.**

There have been some confusion between council led and housing association storage but the inclusion of additional signage can help provide further clarity between the two different projects.