

Report authorised by the Executive Director of Place under Delegated Powers

18 April 2023

Objections to Traffic Regulation Order TRO/22/22 Secure Street Cycle Storage

1. Recommendations

1.1 It is recommended that the Executive Director of Place:

1.1.1 notes the objections received to the Traffic Regulation Order; and

1.1.2 under the terms of delegated authority agrees to set aside (for the reasons described in Appendix 1) the objections and make the Traffic Regulation Order as advertised.

Paul Lawrence

Executive Director of Place

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Objections to Traffic Regulation Order TRO/20/22 Secure Street Cycle Storage

2. Executive Summary

- 2.1 This project aims to provide cyclists with a secure, ground level storage location for their bicycles which will reduce the risk of theft and issues associated with residents' cycles being stored in stairwells of tenement buildings. This scheme supports walking and cycling policies detailed in the Council's Active Travel Action Plan.
- 2.2 This report seeks authority to set aside the objections that have been received to the Traffic Regulation Order, required to permit the installation of the current phase of the roll out of secure cycle storage units, and to make the Order as advertised.

3. Background

- 3.1 The issue of residential bike parking is a particularly significant problem for Edinburgh where there is a large proportion of older, tenement properties which have limited space available for cycle parking.
- 3.2 In an attempt to alleviate the issue, the Transport, Infrastructure and Environment Committee approved a pilot scheme to trial secure residential cycle parking on 21 February 2012.
- 3.3 This pilot was undertaken in 2014 at locations on Lonsdale Terrace, Warrender Park Terrace, South Oxford Street and Douglas Crescent. Following the success of this trial, a further rollout of 90 secure hangars at locations throughout the city was approved by the Transport and Environment Committee on the 1 November 2016.
- 3.4 Approval to extend the scope of the rollout to 180 hangars was given by the Committee on 4 October 2018.
- 3.5 A first tranche of 108 hangars was subsequently installed in 2020.

4. Main report

- 4.1 The cycle storage units will generally be installed within the carriageway and most locations therefore require existing Traffic Regulation Orders (TROs) governing residents permit holder bays and/or waiting and loading restrictions to be amended to permit their installation.
- 4.2 Tranche 2 of the roll out consists of the installation of a further 37 hangars at 21 locations. However, three of these locations do not require any amendments to existing restrictions. A TRO for the second tranche, covering 32 hangars at 18 locations, was therefore advertised between 17 February 2023 and 10 March 2023.
- 4.3 Objections were received to the proposals for four specific streets, along with one comment, as summarised in the table below. Further details of the objections and the Council's comments in response are provided in Appendix 1 to this report.

Comment Type	Location	Quantity
Objection	Saxe Coburg Street	5
Objection	Lady Nairne Crescent	1
Objection	Cheyne Street	1
Objection	Glengyle Terrace	1
Comment	Lady Nairne Crescent	1

- 4.4 At its meeting on 21 November 2019, The City of Edinburgh Council approved an amendment to Part 86 of the 'Traffic' section of Appendix 5 of its Scheme of Delegation to Officers, which delegates powers to officers to make the decision on how to proceed where less than six objections are received per discrete location specified within a TRO.
- 4.5 It is recommended that the Executive Director of Place agrees to set aside (for the reasons described in Appendix 1) the 8 objections received and make the TRO as advertised.

5. Next Steps

- 5.1 Under the terms of the Scheme of Delegation, if the Executive Director of Place approves this report, the statutory process to make the necessary TRO will proceed to its conclusion.

6. Financial impact

- 6.1 The costs associated with the TRO are estimated at £2,000 and will be met from the Council's Capital block budget for Cycling Improvements.
- 6.2 Following a competitive tendering process, a contract has been awarded to Cyclehoop for the provision, installation, management and maintenance of 180 secure storage hangars. The contract value is £576,000 (180 units at £3,200 per unit) over 5 years, with an option for a further one year extension.

7. Stakeholder/Community Impact

- 7.1 The TRO was advertised in the press and on-street by means of public notices, with letters also sent to statutory bodies representing persons likely to be affected by the proposals.
- 7.2 An Equalities and Rights Impact Assessment was undertaken as part of the pilot scheme and has been maintained throughout the development of the project.
- 7.3 Requests may be received from residents with bikes that do not fit into the units because they are specialised for a particular disability. Should this occur, consideration will be given to providing special facilities, if it is both practical and reasonable to do so.
- 7.4 The installation of secure cycle parking facilities is expected to result in an increase in the number of individuals using their bike as a means of transport. This is anticipated to result in improvements to their health and wellbeing, as well as providing wider societal benefits such as reduced congestion and pollution.
- 7.5 By reducing the number of bicycles in tenement stairwells, where they can be considered a nuisance or hazard, the perception of cyclists will be improved and potential health and safety issues associated with parking bikes in stairwells will be mitigated or removed.
- 7.6 Engagement will take place with emergency services ahead of the installation programme and will continue with colleagues in the Localities teams and the Environment service (to co-ordinate with the electric vehicle charging point trial and the imminent communal waste bin roll out across the city).

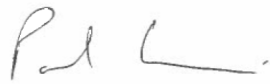
8. Background reading/external references

- 8.1 [Active Travel Action Plan 2016](#)
- 8.2 [On- Street Residential Bike Parking for Tenement Areas](#) – report to February 2012 Transport, Infrastructure and Environment Committee
- 8.3 [Secure On- Street Cycle Parking](#) – report to November 2016 Transport and Environment Committee
- 8.4 [Proposed Increase in Scale and Rollout and Amendment to Contract for On- Street Secure Cycle Parking](#) - report to October 2018 Transport and Environment Committee

9. Appendices

9.1 Appendix 1 - Objections received and the Council's comments in response.

10. Approval

Role	Name	Signature	Date
Service Director: Sustainable Development	Peter Watton	P Watton	18/4/23
Executive Director of Place	Paul Lawrence		24/4/23

APPENDIX 1 – Detailed Representations/Objections – Responses to Issues Raised

	Objection	Response
1	<p>Cheyne St</p> <p>A. Not needed</p>	<p>A. The issue of residential bike parking is a particularly significant problem for Edinburgh where there is a large proportion of older, tenement properties which have limited space available for cycle parking.</p>
2	<p>Lady Nairne Crescent</p> <p>A. Will ruin the view from front window.</p> <p>B. Parking is already scarce here.</p>	<p>A. The unit is shorter in height than a standard car which it will replace in this parking space. It is also on the other side of the street from the front window which will reduce visual impact.</p> <p>B. By making alternatives to driving more accessible the council will reduce car-dependency which will relieve pressure on parking while helping to meet the city's targets on carbon reduction. By removing two parking spaces we can enable parking for 12 bikes, which should also help reduce stair clutter.</p>
3	<p>Glengyle Terrace</p> <p>A. Street notices were not visible enough.</p> <p>B. Units will attract graffiti</p> <p>C. Units will encourage cyclists to contraflow against one-way rules on this road.</p> <p>D. Loss of parking</p> <p>E. Detracts view of and from listed buildings</p>	<p>A. Street notices are placed as an additional means of raising the profile of proposals and to direct members of the public to the information we display online. In addition to the notices; TRO/22/22 was advertised in the Scotsman on 17th Feb 2023 and details of the proposed works were sent directly to Elected Members and Community Councillors.</p> <p>B. The Council have a target to remove graffiti within a week from units once it is reported to us. Funds are set aside from the hangar user fee in order to cover these costs.</p> <p>C. There is no established link between improved cycle storage and cyclists breaking the law.</p> <p>D. As per response to 2.B above.</p> <p>E. We held meetings with the Edinburgh World Heritage Trust in the design stages of this project. Their advice was that we should avoid placing</p>

		<p>units on the side of the street frontage so as not to alter the entrances to A listed buildings in the World Heritage Site. This is why we have moved the units to the park side of the street. The units replace parked cars which are on average slightly taller than the 1.330m height of a hangar.</p>
4	<p>Saxe Coburg Terrace</p> <p>A. Loss of parking B. Narrowing space C. Communal bins interference D. Eyesore</p>	<p>A. As per response to 2.B above. B. The units will replace two parking spaces so there will be no net loss of pedestrian space since it was previously used for parking. Also, at 2.578m long the units are shorter than most cars so there will be more road space alongside them compared to standard parked cars. C. We liaised extensively with the Waste Team when designing this project to ensure there would be no impact on communal bins. D. As per response to 3.E above.</p>
5	<p>Saxe Coburg Terrace</p> <p>A. In front of my house</p>	<p>A. The unit is placed beside a wall to reduce visual impact.</p>
6	<p>Saxe Coburg Terrace</p> <p>A. Unclear location of units B. Loss of parking C. Visibility of notices D. Detail lacking in TRO E. World Heritage Site context</p>	<p>A. There are two units intended for Saxe Coburg Terrace, none for Saxe Coburg Street. B. As per response to 2.B above. C. As per response to 3.A above. D. The plans showed the location of the units on the street as a group of two green objects within a blue hatched box. This showed the scale of the units on the street within the safe zone area used by people accessing bikes. The units are an established feature across Edinburgh, with two units on St Stephen's Street around 250m away. E. As per response to 3.E above.</p>
7	<p>Saxe Coburg Terrace</p> <p>A. What need B. Security and waterproofing C. Cost and useability D. Is expense justified? E. Does not enhance conservation area.</p>	<p>A. We received 15 requests for this immediate area – Saxe Coburg Street/Place and Dean Bank Lane. This site was judged the most appropriate to serve those areas. There is generally high demand in this area with the St Stephen Street units having one of the longest</p>

		<p>waiting lists in the city at over 100 people.</p> <p>B. The units are tested to be waterproof and have been assessed as Secured By Design gold rated. There have been no successful thefts from the existing units in Edinburgh since they were first installed in 2020.</p> <p>C. The benefit of storage at ground level is that there is no need to carry the bike up-stairs, particularly difficult with e-bikes which will continue to grow in popularity. Communal stairs can become cluttered with bikes as space runs out with implications for access and safety. The main objective of this project is to provide storage options for people who live in tenements and flats where carrying a bike is difficult and storing in the stair impossible. The cost is £6 per month with an initial £25 deposit. For this you are almost guaranteed security from theft. £1 per fee per month is set aside for removal of graffiti from the units and repairs.</p> <p>D. Occupancy rates are over 99% in Edinburgh with a waiting list over three times the capacity of the project. The council owns the units and individual components can be replaced so we expect a long life. By enabling people to cycle that previously could not keep a bike (particularly elderly and disabled people) it is estimated the city would make large savings in healthcare costs and by reducing traffic congestion/pollution.</p> <p>E. As per response to 3.E above.</p>
8	<p>Saxe Coburg Terrace</p> <p>A. Insufficient notification</p> <p>B. Not secure or waterproof</p> <p>C. Limited demand, costs discriminate.</p> <p>D. Loss of parking</p> <p>E. Communal bins access</p>	<p>A. As per response to 3.A above.</p> <p>B. The units are tested to be waterproof and have been assessed as Secured By Design gold rated. There have been no successful thefts from the existing units in Edinburgh since they were first installed in 2020.</p> <p>C. As per response to 7.C above.</p> <p>D. As per response to 2.B above.</p>

	<p>F. Impact on character of Conservation Area.</p> <p>G. Flawed consultation process, request for extension.</p>	<p>E. As per response to 4.C above.</p> <p>F. As per response to 3.E above.</p> <p>G. The statutory consultation process was followed for this TRO. The traffic orders team also allowed comments over the weekend following the closing date to allow residents who may have missed the Friday deadline to comment.</p>
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11. Approval

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Role	Name	Signature	Date
Service Director: xxxx			
Executive Director of Place	Paul Lawrence		