

Secure cycle parking – crunching the numbers

The number of cycle parking spaces in Edinburgh is set to double according to the council's Transport Convener.

There are many numbers in the council report which will be discussed on Thursday, and in this article we pick some of those apart.

Before the [report](#) was produced the council recorded 108 hangars installed in Edinburgh with six spaces each (648 spaces). These are some of the spaces in Phase 1 which aimed to create 180 units (1,080 spaces).

Phase 1 has not yet been completed as the council did not, until now, have the funding to do that.

In April 2021 the council agreed to “double” the provision of hangars from 50 to 100 but this number is meaningless. You have to look at the headline number of 1,080 spaces, and it is even more meaningless to quote any number without any funding to install the hangars. The money from Sustrans has previously been provided on a match funding basis, but there was not enough left until now.

Now the council has received funding of £806,600 from Sustrans to provide more secure cycle storage.

Phase 2 comprising 200 hangars – or 1,200 spaces – will be paid for out of this funding. (The Transport Convener mentioned 272 hangars to us in a briefing but that number is not in the papers that we can see.)

Priority will be given to “population density, existing coverage, number of requests and Scottish Index of Multiple Deprivation (SIMD) decile”. So if Phase 1 had 180 units and phase 2 has 200 then yes it is correct to say that, by the time Phase 2 is complete, the number of secure parking spaces in the capital will have doubled.

When the council discussed the possibility of more storage units in April 2021, [a report produced for the council](#) by Director of Place, Paul Lawrence, stated: “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 funding now offered by Sustrans (£806,600) exceeds the projected two year cost of £702,000 (Two times £351,000 mentioned above.)

Pricing

It is possible that rental prices might eventually be lower in certain areas, or indeed higher in others, but at present every space, wherever it is, costs £6 per month or £72 a year. This may become a part of the renegotiation with Cyclehoop, the company which sources and installs the hangars, when their contract ends next January. There is also a deposit of £25

paid by the user.

The Transport Convener Cllr Scott Arthur, said that the new hangars in phase 2 will be going where they are needed most. He said: "I think the important thing to know is that people who are living in social housing etc – these houses tend to have less storage space, so it makes a big difference where the hangars are."

Out of the £6 per month charge only £1 comes to the council, resulting in an annual income of £10,368 which is then set aside to pay for any unusual repairs not covered by the contract. There has only been one deliberate attack on a bike hangar and a few instances of graffiti, but this has all been paid for out of the contingency fund. The fees do not pay the capital cost of buying the storage units, and some degree of maintenance is required and also provided by Cyclehoop.

The council says there have been very few complaints about the cost – only five – and all of those compared the hire cost to the charges for vehicle parking permits.

The lowest cost for any year long parking permit in Edinburgh is £34.70 for a first permit for Zones 5-8 and S1-S4 and N1-N5 for a small car with an engine size of up to 1000CC.

The most expensive permit is a second permit for a single address in Zone 1-4 for a vehicle with a 3 litre engine (3000CC) and that costs £864.10.

The annual cost of one cycle space is £72, and so for six spaces the charge generated by a space roughly equivalent to one car parking space is £432. While the council aims to generate income from parking of cars or these bike hangars, they will also look at demand. They may also substitute hangars which have space for cargo bikes or adaptive bikes where these are requested.

The council has also established a system where demand will in future be cross referenced against a map of the areas on the Scottish Index of Multiple Deprivation.

Where are the hangars?



The council map is not easy to read, but Cyclehoop has a much better map where you can also ask to be put on the waiting list. Sadly we are unable to embed it but you will see from the image above that it is clearer and more up to date.

You can find the map [here](#) and if you want a space in an existing hangar then you can be put on the waiting list.

As well as this on the council website you can create demand for a CycleHoop hangar at your own address. On the website the process is to send an email.

“If you would like your street to be considered for **future** roll-outs please email joe.taylor@edinburgh.gov.uk.

“Please note your details will be stored and shared

with Cyclehoop who will be administering future applications.

“We have received a large number of requests, and we are currently reviewing these with a view to roll out extra storage units in stages.”

Below we have compiled a list of places where the hangars are already installed or being installed at today’s date. (and if you know of any other streets then we would be glad to know.

(Where the street name appears twice it is because there are two hangars.)

We calculate that there may be 678 spaces in use right now (but are happy to be corrected). If you know of a bike hangar which is not on this list then please let us know.

Arden Street
Arden Street
Balcarres Street
Balcarres Street
Bath Street
Bath Street
Bellevue Road
Bellevue Road
Blackwood Crescent
Blackwood Crescent
Bruntsfield Avenue
Bruntsfield Avenue
Bruntsfield Crescent
Bruntsfield Gardens
Bruntsfield Gardens
Bryson Road
Bryson Road

Calder Gardens
Claremont Crescent
Claremont Crescent
Comiston Place
Comiston Place
Craighall Crescent
Craighall Crescent
Dudley Avenue South
Dudley Avenue South
East London Street
East London Street
Eastfield
Ethel Terrace
Ethel Terrace
Falcon Avenue
Falcon Avenue
Falcon Road
Falcon Road
High School Yards
Lady Nairne Crescent
Lauderdale Street
Lauderdale Street
Lauriston Gardens
Lauriston Gardens
Links Place
Lochrin Buildings
Lochrin Terrace
Lonsdale Terrace
Lonsdale Terrace

Marchmont Crescent
Marchmont Crescent
Marchmont Road
Marchmont Road
Mardale Crescent
Mardale Crescent
Marlborough Street
Marlborough Street
Maxwell Street
Maxwell Street
Melville Terrace
Melville Terrace
Mertoun Place
Mertoun Place
Moncrieff Terrace
Moncrieff Terrace
Montpelier Terrace
Montpelier Terrace
Murdoch Terrace
Murdoch Terrace
Newbattle Terrace
Panmure Place
Pipe Lane
Pittville Street
Portobello High Street
Prestonfield Gardens
Prestonfield Gardens
Queens Park Court
Queens Park Court

Rankeillor Street
Rankeillor Street
Rillbank Crescent /Fingal Place
Rillbank Crescent /Fingal Place
Roseneath Place
Roseneath Place
Roseneath Street
Roseneath Street
Roseneath Terrace
Roseneath Terrace
Rossie Place
Savile Place
Savile Place
Spottiswoode Street
Spottiswoode Street
St Stephen Street
St Stephen Street
Straiton Place
Strathfillan Road
Strathfillan Road
Summerhall Square
Summerhall Square
Tay Street
Tay Street
Telford Road
Telford Road
Temple Park Crescent
Temple Park Crescent
Thirlestane Road

Thirlestane Road
Viewforth Terrace
Viewforth Terrace
Warrender Park Terrace
Warrender Park Terrace
Wellington Street
West Montgomery Place
West Montgomery Place
Westbank Street
Woodburn Terrace

In the beginning

This project began nine years ago in 2014 when the council set up a trial with spaces on Lonsdale Terrace, Warrender Park Terrace, South Oxford Street and Douglas Crescent. The council admits that “significant waiting lists formed for each site”. In 2016 the council approved 10 to 15 new locations with a total of 20 to 30 units per year over a three year period – again meaningless numbers without the funding behind them, and all part of the headline numbers.

In October 2018 the number of **proposed** units was doubled to 180 in total with six spaces per unit (1,080 spaces) and this is the same number later mentioned and approved in 2021.

The contract was awarded to Cyclehoop in early 2019 and the first hangar was then put in place in 2020. Occupancy rates are 99% or 644 users, and the waiting list at present is 1,586 people.



Cllr Karen Doran at the “opening” of the first cycle storage by the Meadows in August 2020 PHOTO ©2021 The Edinburgh Reporter

Phase 2 of the project comprises a further 200 units or 1,200 spaces by the end of the year 2023/24.

In an improvement on what was expected, there will be no capital spend by the council for the second phase – Sustrans will fund 70% of the cost of the new units and Cycling Scotland will pick up the remaining 30%.

Cyclehoop entered into a five year contract with the council in 2019, so unless it is renewed their contract will end next year. The demand however is huge in comparison with the number of spaces created, and it would seem necessary to negotiate a new deal to keep up the momentum to service this.

It is essential if you would like to have this cycle parking on your street that [you keep on asking for it](#), and get your neighbours to do the same. On average, six new requests from residents are received by the council each week.

TR0 process

The Traffic Regulation Orders (TROs) required before any hangars are installed have taken longer than council officers initially thought to obtain, and they also have to be merged with the traffic orders for larger projects such as Controlled Parking Zones. There are hangars being put in place this week – these are only the balance of Phase 1. (And there are four locations where the hangars cannot be completed as the necessary TROs are not yet in place but the council does not say where these are.)

The TRO process allows anyone who would be impacted by a new cycle storage unit to object during the statutory consultation phase, but the council hopes they now have a better idea than before which locations are likely to work.

And this statement is also true even if we only look at the numbers on the waiting list.

