

# ON STREET BIKE STORAGE MEETING, CEC AND SPOKES 9 March 2011

## Spokes report of meeting, concentrating on outcomes and their rationale

### Present:

*CEC...*

Cllr Gordon Mackenzie

Ian Coutts

Phil Noble

Chris Brace

*SPOKES...*

Dave du Feu

Melanie Main [also from MSCC]

Ian Maxwell

*Apologies* - Katherine Ivory

The meeting had been suggested by Cllr Mackenzie to discuss future onstreet parking outcomes of the Spokes Storage Project and of the Active Travel Action Plan.

### 1. Background

The Spokes online survey about onstreet parking and a residents' survey of Douglas Crescent sent to Spokes by Ian Black suggested significant demand for onstreet parking.

The 2 surveys show that problems with the existing situation are many and varied, and likewise no one solution seemed a panacea. Probably the highest demand is for communal, lockable, sheltered bike containers, though significant numbers of people might be happy with a bank of Sheffield racks in a prominent, well-lit onstreet location in their tenement street (ideally rain-sheltered, but quite a few people did not feel even that to be essential).

Chris Brace has updated his factsheet on available onstreet storage solutions - everyone present liked the 'BreadBin' as an onstreet solution, but it was recognised that other solutions might fit better in some locations or be preferred by some users.

### 2. Discussion/vision

The aim should be for widespread availability of onstreet parking by around 2014; with a maintenance/ management arrangement in place as from then. An option for this would be to include it in the next tendering exercise for bus shelter maintenance, due in 2-3 years time. Another option would be a contract with some other provider, possibly the Bike Station. The aim would be a solution with zero running costs for the council and which might also cover some/all capital costs. This might be achievable through advertising, as happens for the bus shelters.

In order to provide a realistic basis for any such scheme and tendering, pilot installations would be essential during the 2 or so years leading up to that - and pilot installations are also required under ATAP. However, maintenance and management will be critical for this period too.

The Cycle Team has limited staff time - the more that is invested in onstreet parking (which could be a time consuming topic) the less is available for other aspects of ATAP, including major onroad projects.

CEC cycle budget funds could be used for capital costs, but ideally as much as possible would be raised externally so as to retain cycle funds for other aspects of ATAP. A fruitful source for much of the capital could be Neighbourhood Partnership funding.

The best solution for the pilot stage would be to identify local organisations keen for local onstreet parking, and willing to handle management and maintenance. [Such organisations could retain management if they wished even beyond the pilot stage]. From contacts received by Spokes during the project, and Melanie's experience from Marchmont, it is felt that there would be sufficient interest from a number of areas that this should be achievable.

The exercise undertaken late last year by CEC's Mark Symonds with regard to in-stair parking facilities - offering residents to add equipment orders into an existing schools bike parking order - had been successful, and gave added confidence that if local residents are offered a clear-cut well-defined onstreet proposal, this could find enough enthusiastic takers.

It was noted that any provision onstreet (as opposed to on paved areas) would require a TRO, which might take 9-months minimum. Also, whether onstreet or on pavements, it would require Streetscape approval.

### **3. Outcomes**

3a. CEC would work towards around 10 onstreet Sheffield rack installations in residential streets identified as having a particular demand for residential bike parking. Some of these would be in paved areas whilst those onstreet would take longer due to the TRO process. If possible installations would begin in 2011.

3b. CEC would work towards around 5 pilot installations of covered, lockable, communal installations. Spokes hoped the first of these would be in 2011, although officers felt early to mid 2012 might be more likely. It would depend on a number of factors, such as the level of commitment by local organisations who come forward, whether a TRO is needed, and determining/obtaining the funding.

3c. CEC will now produce a document putting forward the options it would be willing to support for onstreet parking, and the requirements which local organisations would have to meet for this to go ahead - the criteria might, for example, include providing evidence of demand, identifying locations and solutions (from the options provided) and, where the solution is in the form of lockable containers, undertaking the management and possibly maintenance needs for the pilot period.

3d. In order to minimise the time burden on the Cycle staff, Cllr Mackenzie will allocate time from Ian Coutts to assist with the above.

3e. Once the above document/opportunity is formalised, it will be publicised through appropriate channels by Spokes and by the Council.