

# Residential Cycle Storage

**Research for Cycling Scotland into the barriers and solutions to improving residential cycle storage in Scotland.**

## Executive summary

Active travel – walking, wheeling and cycling – is key to delivering Scottish Government objectives for tackling climate change, improving air quality and creating more sustainable and better quality neighbourhoods. Cycling is one of the most efficient forms of active travel yet in Scotland the percentage of journeys under 5 miles made by bike is less than 2%. There are perhaps many reasons which can explain why the number of people who choose cycling as a means of everyday transport remains so low but lack of access to somewhere convenient, safe and secure to store a bicycle is one of the more basic and practical ones.

Cycling Scotland have commissioned this research from Pettycur Consulting Ltd to help understand the barriers to residential cycle storage in Scotland and what solutions might be implemented to improve and increase cycle storage provision.

The research looked at provision of cycle storage both in existing residential areas (retrofitting) and in new developments, with a particular focus on affordable housing. Desktop research was carried out to identify and outline the relevant national and local policies, estimate the number of number of households in Scotland without access to somewhere suitable to store a bike, and to consider some successful approaches to providing cycle storage in the UK and Europe. Surveys of local authorities and housing organisations (local housing authorities and housing associations) were carried out and these were followed up with more in-depth interviews with a range of key stakeholders.

**The full report can be read [here](#).**

## The main findings arising from the research are:

- Lack of safe, secure, covered, accessible and conveniently located cycle storage is a barrier to owning and using a bicycle.
- A third of Scottish households are likely to be living in accommodation where there is no access to somewhere safe and secure to store a bicycle. Households living in urban areas, particularly those in living in social rented and private rented housing, are more likely to be living in accommodation where there is nowhere suitable to store a bike.
- Retro-fitting cycle storage in existing residential areas is limited. Only two Scottish local authorities, Edinburgh and Glasgow, are involved in retrofitting cycle storage at scale. A number of housing associations have retrofitted cycle storage on some of their developments with support from the Social Housing Partnership Fund.
- Whilst national planning and transport policies give great prominence to increasing opportunities for journeys to be made by active travel and cycling there is no explicit requirement to provide residential cycle storage and little detail about minimum standards.
- Local planning policies and guidance are the most influential factors in determining the level and quality of cycle storage on new residential developments. There is significant variance in local planning policies and guidance amongst Scottish local authorities in respect of cycle storage with most only making cursory reference to provision and very few giving any detail about cycle storage standards.
- Leadership, particularly political leadership, is a key factor in ensuring the provision of cycle storage.
- Awareness and knowledge about good design in residential cycle storage is patchy as is awareness of existing technical design guidance. The differing needs of cyclists particularly those who use non-standard bikes or who are disabled are largely unrecognised.
- Cost is seen as a barrier to providing cycle storage. The provision of retrofitting cycle storage is largely dependent on receiving external financial support with the initial capital costs. In new developments the cost of cycle storage on its own is not that significant and but the cumulative effect of additional and enhanced standards in new housing, particularly affordable housing, will have a financial impact.

### The research concludes with a number of recommendations that mainly focus on the following:

- Strengthening national policy and guidance including the development of minimum standards for residential cycle storage.
- Requiring local authorities to include more detail about both the quantity and quality of cycle storage in new residential housing and to develop plans for retrofitting cycle storage in existing areas of high-density housing.
- Providing increased financial support for cycle storage, particularly for retrofitting.
- Raising awareness, providing training and sharing knowledge and good practice about the need for and delivery of good quality residential cycle storage.

