

Cycle lockers at railway stations

Committee Audit and Standards

Date of Meeting 19 September 2008

Date of report 6 August 2008

Report by Assistant Chief Executive (Business Support)

1. Object of report

To inform the committee on the problems associated with the provision of cycle lockers at railway stations, and on the proposed actions to be taken.

2. Background

At its meeting on 28 March, this committee considered a report which included a section that outlined the low use being made of cycle lockers at railway stations and requested a further detailed report on the subject.

There are 183 cycle lockers at railway stations in the SPT area, provided in 1997 and 2002 at a cost of £162,000. The charge for the use of each locker is a refundable £10 key deposit and a 4-weekly rental charge of £8. An analysis of locker usage is at Appendix A. This shows that 60 are unusable because they have broken, damaged or rusty locks or the keys are lost, and that there are waiting lists at 10 stations for 36 lockers. Only 41 of the lockers are currently in use. The cost of maintaining the lockers and administering the charging scheme exceeds the income derived from it. It would cost approximately £30,000 to remove all lockers without replacement.

First Scotrail has recently been advised by the security agency Transec that the lockers in the SPT area do not meet current security requirements and it will be necessary to replace or remove them.

3. Outline of Proposals

Discussions are underway involving SPT, Scotrail, Cycling Scotland, the NHS and the local authorities with a view to replacing the existing lockers with covered cycle racks which would be free to use. Any review would include assessing the need for lockers at stations where there is little apparent demand, and an increase in number where there is an apparent shortage of cycle parking spaces. The location at each station would need to take account of security, accessibility and visual issues, and might not be in the same place as the existing lockers. If the various bodies can reach agreement on the details of this proposal, it is proposed to bid for funding against our capital allocation for financial year 2009/10 to begin a programme of works to incrementally replace all lockers with covered cycle racks. It may be necessary to take early action at locations that are high risk.

4. Conclusions

Many of the cycle lockers at railway stations are unusable for various reasons and the cost of maintaining the remainder and administering the charging scheme is uneconomical. Removal of the existing cycle lockers at 45 stations is essential to meet Transec's requirements.

5. Committee action

Committee should note that a bid for funding will be made for 2009/10 to establish a programme to provide covered cycle racks to replace all existing lockers

6. Consequences

Policy Consequences	<i>The provision of cycle parking facilities at railway stations supports several strategic priorities in the Regional Transport Strategy.</i>
Legal consequences	<i>A legal agreement between SPT and industry partners to cover each partner's responsibilities regarding cycle facilities will be put in place if funding is available in 2009/10</i>
Financial consequences	<i>The capital cost of locker replacement is not yet available. There will be a reduction in income from charges and a reduction in expenditure on administration costs.</i>
Personnel consequences	<i>Staff resources will be released by removing the need to administer the charging system.</i>
Social Inclusion consequences	<i>Cycle facilities assist people without a car to access community and health facilities</i>
Risk consequences	<i>Failure to remove some lockers would constitute a security risk.</i>

Name Valerie Davidson
Title Assistant Chief Executive
(Business Support)

Name Ron Culley
Title Chief Executive

For further information, please contact Rodney Mortimer on 0141-333-3470

Analysis of SPT Cycle Locker Usage

Appendix A

Local Authority Area	Station	In Use	Out of Order	Empty	Total	Waiting List
East Ayrshire	Kilmarnock	2	0	2	4	
	Stewarton			4	4	
East Dunbartonshire	Bearsden		4		4	5
	Lenzie	1		3	4	
	Milngavie	4	2		6	8
East Renfrewshire	Barrhead		4		4	
	Clarkston			4	4	
	Giffnock			4	4	
	Neilston	1		3	4	
	Whitecraigs	2	1	1	4	
Glasgow	Easterhouse			4	4	
Inverclyde	Gourock	2	1	3	6	
	Wemyss Bay		1	3	4	
North Ayrshire	Glengarnock	1	3		4	1
	Irvine	2	1	1	4	2
	Kilwinning	1	2	1	4	
	Largs		2	2	4	
	Saltcoats		4		4	1
North Lanarkshire	Coatbridge Sunnyside	2	2	0	4	
	Croy	2	4	0	6	
	Cumbernauld			6	6	
	Gartcosh	1		3	4	
	Motherwell	2		2	4	
	Airdrie	0	1	5	6	
	Stepps	1	3		4	
Renfrewshire	Bishopton		3	1	4	
	Johnstone	3	1		4	3
	Paisley Gilmour Street	2	2		4	3
South Ayrshire	Ayr	4	2		6	1
	Barrhill			1	1	
	Girvan			4	4	
	Newton on Ayr			4	4	
	Prestwick Town			4	4	
	Troon		3	1	4	
South Lanarkshire	Carluke			4	4	
	Hamilton Central	0	4	2	6	
	Lanark	1	2	1	4	
	Uddingston	3	1		4	1
West Dunbartonshire	Dalmuir	1	1	2	4	
	Dumbarton Central	1	1	4	6	
	Balloch		1	3	4	
Argyll and Bute	Helensburgh Central	2	4		6	11
Totals		41	60	82	183	36
		22%	33%	45%	100%	