

Operating Proposal put forward to the Council by BikeRescue

The BIKERESCUE Project CIC

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Bicycle recycling for York

Operating Proposal Lendal Bridge Substation, Bike Park.

Outline of aims & Objectives.

27-10-2006

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Introduction.

The document set out below is based on what we would like to be possible. It is not unrealistic, however without having had the opportunity to investigate the site thoroughly, we cannot be clear about which parts of this glorious wish-list are achievable, and by when.

The BikeRescue Project.

The BikeRescue Project has as one of its aims, the 'Promotion of cycling and environmentally friendly transport'. Our interest in operating this facility is in harmony with our operation of York's bicycle recycling facility, in nearby Terry Avenue. York's cycling business community, unlike many modern business sectors, operate in a similar way to a 'guild', with each supporting the aims of the other and of the whole. The BikeRescue Project would seek to work in conjunction with as many other cycling organisations as would wish to participate in the use of these facilities.

In our two months of operation, the BikeRescue Project is already significantly ahead of its development targets, with several of its longer-term objectives being in the development stage already, due to demand from the public, and partnership organisations.

In our primary area of Waste Reduction, we have achieved the following figures so far.

(Note; approx 60 bikes = 1 tonne).

We have logged;

150 bikes diverted from waste stream.

20 bikes stripped for spares.

130 bikes re-used, of which;-

60 sold to customers or donated to partner organisations. (£5800 worth).

16 vintage bikes for restoration.

4 special-needs bikes retained for hire or loan.

12 kept as 'special' framesets to be built-up or sold to collectors.

8 bikes in 'reserved' list awaiting workshop and collection.

30 bikes in stock awaiting refurbishment & sale.

In total, 86.6% of bikes have been re-used, significantly higher than the national average for similar schemes.

In addition, as much scrap as possible is re-used in other projects, e.g;-

Composters made from tyres, about to go on trial with York Rotters.

Frames retained for manufacture of sculpture and furniture.

Only a small amount of metal is left, which is sent for recycling.

Lendal Bridge Substation Bike Park.

Our aims, in operating this facility.

1. To support Utility cycling, and the use of bicycles as transport.

(Core Strategy Priority 2&7).

Provision of facility and equipment which make commuting by cycle easier and more attractive. (e.g. umbrella loan, washing & changing facility, shaver points, lockers).

Sale of consumables (batteries, inner-tubes, bulbs, brake blocks, cables).

Sale of other essentials (lights, locks, maps, waterproofs, panniers).

Provision of weekend & overnight parking for users of nearby rail station.

Provision of emergency repair service (priority given to Bike Park users).

Provision of contract overnight parking facilities for commercial cycle fleet operators.

Provision of 'clean & lube' service.

Raising awareness, by the facility's presence, of cycling as a viable, attractive, and well supported transport option.

Provision of an operating and storage base for the TENYAS cycle paramedic team.

2. To contribute to the development of Integrated Transport in York.

(Core Strategy Priority 2).

To provide a nodal point between modes of transport. (e.g. cycle to rail, cycle to foot, cycle to bus, river to foot).

Researching ways in which alternative means of transport can be encouraged, and using the Bike Park to support this.

Actively encouraging the use of bikes for utility transport, and doing everything possible to remove barriers to cycling, making it easy and enjoyable.

To be a focal point for ideas and an interface with the City Council for exchange of information (e.g. comments feedback on cycling provision, dissemination of cycling-related news).

3. To support CYC's waste reduction strategy.

(Core Strategy Priority 1).

Acting as collection point for Bicycle Recycling.

Using space for retail of recycled cycles and other products, by the BikeRescue Project, enabling the project's opening hours and accessibility to be vastly increased.

Raising awareness of the Bicycle Recycling facility.

Developing innovative ways of using energy embedded in bicycles and humans

Display of recycled bicycle art, furniture etc.

4. To reduce cycle crime in York

(Core strategy Priority 4)

Provision of secure, lockable cycle parking, day, night & weekend.

Provision of internal & external CCTV surveillance to deter criminal activity and aid detection of crime.

Providing visual surveillance of the nearby cycle & motor-cycle racks by Lendal Bridge.

Provision of advice on cycle security.

Sale of good quality locks, and encouragement of their use.

Expanding the work of The BikeRescue Project with North Yorkshire Police, in recovery of stolen cycles.

Working with North Yorkshire Police in provision of 'Tagging' service.

Expanding the work of The BikeRescue Project in working with vulnerable young people to steer them away from cycle crime.

5. To provide access to cycling for all users.

(Core Strategy Priority 7&8).

Provision of easy access to the facility for cyclists using handcycles or other adapted machines.

Provision of information about cycling for users with special needs.

Provision of The BikeRescue Project's small fleet of tandems, tricycles and adapted machines for low-cost hire.

6. To encourage environmentally friendly tourism.

(Core Strategy Priority 2)

Provision of a friendly welcome to York for cycle tourists, canoeists, or visitors wishing to cycle. (Note; convenient canoe landing point at nearby Rowing Club).

Provision of a library of local cycling and visitor information.

Sale of cycling and other local maps.

Provision, with Budgie Transport, of a cycle hire fleet.

7. To encourage use of the waterway.

To apply for funding for the construction of a pontoon at the water's edge, with disabled access ramp.

To liaise with Budgie Transport on provision of an electric boat-bus service to other local drop-off points between Clifton and Fulford.

Provision of drying facilities for cyclists & canoeists.

Provision of Paddle storage for canoeists. (this is important to canoeists as it theft is a problem).

Provision of maps and information for non-powered river users.

Officer Response to Proposal

- D1 This proposal would go some way to satisfying many of the council's corporate aims both in terms of reducing waste, encouraging sustainable travel, contributing to sustainable tourism and partnership working between several agencies with common aims.
- D2 The proposal does start by admitting that it is a wish-list and that no timescales could be attached at the time of production. Many of the suggested uses may be very much space-dependent and at the time of producing the proposal the proposers had not visited the building to assess its potential, however, following a subsequent site visit the proposers are confident that all their suggested uses could be accommodated within the building.
- D3 Whilst the proposal goes into great detail about potential uses of the building there is no mention of the financial aspects of any agreement such as whether the council would be expected to pay for the building's refurbishment or whether grant funding would be sought by the proposers. There was some mention at the executive meeting on the 24th October by Bernie Cullen, on behalf of the BikeRescue, project that there were sources of grant funding which may be able to be tapped into to fund some or all of the works but no mention of this is made in the above proposal. At the time of the production of this annex no financial details had been received from BikeRescue, however, some work was being undertaken to produce some which will be tabled at the Executive meeting. Having investigated some of the sources of grant funding it would appear that a bid put forward by a voluntary organisation or community group would be much more likely to be successful than one put forward by the council because there are a greater number of sources and the grants tend not to need match-funding.
- D4 Negotiations will need to be undertaken between the proposers and interested parties such as the Environment Agency, English Heritage and the council's planning and conservation departments to ensure the proposals are acceptable to all concerned.
- D5 In conclusion, more work needs to be done on the proposal to build a business case and sources of external grant funding need to be explored by the proposers (possibly with help from council officers) to enable the council to come to an informed decision. Proposals will also need to be agreed with the relevant agencies prior to any decision being made.
- D6 If the Executive decide to proceed with the alternative recommendations put forward in Annex E the decision over whether BikeRescue currently have a business case is less relevant as they would have six months to prepare a more robust case along with any other interested parties.