



Report to the Chair and members of the Transportation SPC regarding the Bike Bunker Scheme September 2023

Environment and Transportation Department
Micro Mobility unit
Jennifer McGrath
Rossana Camargo

Report to Transportation SPC - September 2023

BIKE BUNKER PROJECT

1. Bike Bunker Scheme

- **Project Background:**

Bike bunkers are secure hangars for city residents to securely store their bicycles close to their home and under cover. Bike bunkers originated from a Dublin City Council BETA Project in 2015 known as 'Bike Hangar BETA'. One bike hangar was trialled at this time. After this, the project moved into the scaling Beta stage, where more learnings were sought. A minimum viable service was initiated and there are currently twelve bike bunkers located on the streets of Dublin. Currently Dublin City Council has three different storage unit providers which has being trialled; Cyclehoop, Fietshanger and Cycle-works, with a mix of four and six bicycle storage units. None of the twelve units have an electrical supply. All units are secured using a key.



Figure number 1: Map of DCC boundaries with BikeBunkers Pilot Locations

- **Review of the Bike Bunker scheme**

In September 2022, the Micro mobility Unit of Dublin City Council went to tender to appoint a consultant to conduct a thorough scheme review of Dublin City Council's bicycle storage units, commonly referred to as the Bike Bunker Scheme. The objective was to generate a comprehensive summary report on the Bike Bunker Scheme, encompassing its initial trial phase, what worked, what hadn't with the existing scheme, and to provide strategic recommendations and future proposals for how this scheme should be progressed or otherwise.

The Consultant selected for the review of the project was Arup. Report: "Review of Dublin City Council's Bike Bunkers Scheme Reference: 292564-00_LS_RP_0003 Issue | 04 July 2023 Job number 292564-00"

Report to Transportation SPC - September 2023

2. Outcome of the Review of Dublin City Council's Bike Bunkers Scheme as produced by Arup

Executive Summary of Arup Report

Dublin City Council (DCC) commissioned Arup to assess the Bike Bunker Scheme in Dublin City. This review evaluates the scheme's current status, its initial trial, relevant policies and guidance for bicycle parking facilities, international case studies showcasing best practices, and provides options and recommendations for future steps.

Arup conducted a user survey in January 2023 to gauge the impact of existing Bike Bunkers on users and identify challenges. Additionally, international case studies and an interview with Bike Lockers' owner, a scheme addressing bike parking needs at transit points, were analysed.

A stakeholder workshop in March 2023 involving users and local authorities discussed challenges in the scheme's implementation and informed its future direction. Key points included addressing space limitations, liability concerns, alternative parking options, and indoor storage needs.

Arup's report examined international best practices in cities like London, Edinburgh, Glasgow, Brussels, and Rotterdam. Learning from their experiences, the report explored demographic trends, pricing models, and operational partnerships.

Recommended Operational Strategies:

1. Deployment Locations Approach

- DCC should target deploying at least 300 Bike Bunkers by 2026.
- Divide the city into grids and assess demand through an expression of interest GIS-based online platform.
- Review high-interest grids for feasibility.
- Place Bike Bunkers where suitable street space is available.
- Provide alternative bike parking facilities, such as Sheffield stands, for areas with high demand.

2. Operations and Design Approach

- Publicly funded, owned, and planned with contracted maintenance and operations is the suitable model.
- DCC handles funding, unit purchase, and location selection.
- Maintenance, operations, and expressions of interest website managed by a contractor.

3. Overall Recommendations from Arup report

The pilot demonstrates positive community impact and substantial demand, warranting scheme expansion. An approach using contracted services to manage and deploy the scheme, would require careful tender documentation development to meet DCC's needs. The success of the Bike Bunker Scheme underscores the significance of integrating pilot lessons into broader deployment plans, with careful consideration of procurement methods. The evident demand and international case studies endorse significant expansion, encouraging DCC to explore alternative contract forms while aligning with public works contracts. However the lessons learned from the scheme to date is that DCC E&T department do not have sufficient staff resources to allow us either to progress the scheme or to maintain it into the future and this is unlikely to change.

The Bike Bunker Scheme, pioneered by Dublin City Council's BETA Unit, has showcased its capacity to bring positive transformations to the city's communities. Following a comprehensive assessment of the consultant's report and a thorough analysis of lessons learned during the trial phase it is clear that there are two options which can be explored, furthermore for either option a comprehensive procurement process needs to be initiated as there is no current mechanism to expand the scheme any further as no procurement framework is in place.

Report to Transportation SPC - September 2023

Option 1 is to go to the market with a tender to appoint a bike bunker service provider.

The Council will prepare to efficiently progress the expansion of the Bike Bunker Scheme, thereby promoting sustainable and resilient urban mobility solutions aligning with the Council's Policies on Sustainable Movement and Transportation. The proposed tender will include the following aspects:

- **Procurement Strategy for the Bike Bunker Initiative:** In order to establish the Bike Bunker Scheme across Dublin, Dublin City Council will seek a competitive tendering process. The proposed business model involves engaging a contractor through a competitive tender process, to oversee the comprehensive bike bunker operations and asset management. This includes managing the on-site installation in collaboration with all relevant stakeholders. The contractor is expected to coordinate closely with internal stakeholders within Dublin City Council to address prerequisites both before and after the installation of the bike bunkers.
- **Effective Stakeholder Coordination:** The selected contractor will play a pivotal role in maintaining effective communication with stakeholders and service users. This includes coordinating with citizens through channels such as emails, website updates, and social media platforms. Clear and transparent communication will be essential in keeping citizens informed about the initiative's progress and benefits.
- **Advanced Customer Management:** A key component of the contract will involve meticulous customer management. The chosen contractor will be tasked with implementing a Geographic Information System (GIS) to map new applications, ensuring efficient allocation of bike bunkers. Additionally, the contractor will manage the entire process of allocating bike bunkers, including sending notifications to service users, processing payments, overseeing user accounts, organizing key distribution, and related responsibilities.
- **Maintenance Excellence:** Ensuring the longevity and functionality of the installed bike bunker scheme is important. The selected contractor will be responsible for providing a robust maintenance service. This includes regular inspections, repairs, and upkeep to guarantee that the bike bunkers remain in optimal condition for public use.

By adhering to these outlined scheme requirements, Dublin City Council aims to establish a well-organized and efficient bike bunker system that benefits both citizens and aligns with the City's overall sustainability goals.

The cost of the project has been estimated at €1.5 million for the first 3 years, including the cost of purchase of around 150 bike bunkers and associated costs. (Note this figure is subject to market confirmation).

There is a requirement to establish the source of capital funding for this scheme as well as provide a DCC budget for the ongoing yearly maintenance costs of the scheme as the fee income may not cover all the ongoing costs of the scheme.

Option 2 is to continue to try and roll out the scheme using exclusively DCC resources, however this option cannot be recommended due to the lack of resources currently available within the Environment & Transportation Department, to provide an efficient Citywide Bike Bunker Scheme.

Recommendation:

It is recommended that Option 1 is agreed and that the policy of Dublin City Council will be to continue to roll out the "Bike Bunker" scheme in the manner set out above i.e. by contracting a third party to work with DCC to provide this scheme on a city wide basis subject to funding.