

PROPOSED CYCLE ZONE, BACK ROW, SELKIRK

PROPOSAL

As part of our detailed assessment of visitor groups to the town + the services available it has highlighted the specific need for a Cycle zone which allows visitors + locals to carry out repairs as well as securely park their bicycles in a public area whilst also taking the opportunity to take in refreshments, acting as a hub point for both meeting + relaxing either at the mid point or end of a route.

There is a current cycle chain up point in the Market Place though this does not meet the specific needs that user groups have identified + as such to date there are few spaces for cyclists to comfortably leave their bikes within the town centre, refresh + to sit with their bike.

It is noted after consultation that cyclists (both road + mountain bikers) will not utilise a facility which is not in full public view + should ideally allow for a medium to large group.

To encourage cyclists it has been proposed to create the noted cycle zone with the extra provision of a seat and a repair station. A detailed analysis has been carried out + 7 possible sites were considered + investigated with SBC: (3 in the market place, 2 High Street + 2 Mungo Park area) all had restrictions of use + movement except for 2 (paved area beside Mungo Park tree + partial position outside Lindsay + Gilmour). The L+G option was an option to utilise space beside the bus stop though would restrict pedestrian movement + didn't give all of the options that we wanted for seating + bike racks.

Overall an agreement was made that the Mungo Park location is the best option, it will accommodate all the required repair station, rack + seating (the area is currently paved so simpler to develop + re-lay).

In addition we feel it is imperative that specific but low impact signage are attached to existing poles to direct visitors at main receptor points at the Back Row/Tower St junction, Tower St/High St junction + Fleece corner directing cyclists + include this within the funding package.

PROJECT AIMS

The area around Mungo Park + especially below the Chestnut tree is a hugely popular meeting place for all ages + very well used through the year, it is though clear that the area is in grave need for an aesthetic uplift as part of the proposals the existing wall coping will be removed + replaced with new contrasting coping as well as the current uneven + broken dated pavements replaced with new appealing paving.

The overall upgrade of the area meets with Selkirk BIDS business plan as below, though due to the nature of the works + the business constitution, Selkirk BIDS are not able to fund the project directly, we felt that as this is a direct upgrade for the overall town this was ideally suited to be part funded by Selkirk Common Good.

Selkirk BIDS Business Plan Objectives Relating to Project

Marketing and Promotion – Flying the Flag for Selkirk:

1. Extend cyclists stay in the town + encourage increased spend
2. Attract cyclist to Selkirk highlighting the wide range of cycling routes in and around Selkirk
3. Encourage visitors to stay and eat using local accommodation and cafes

Improving the town's visual appearance:

1. Raising the amenity + usage of main focal point within town centre
2. Aimed increase in footfall to area of town

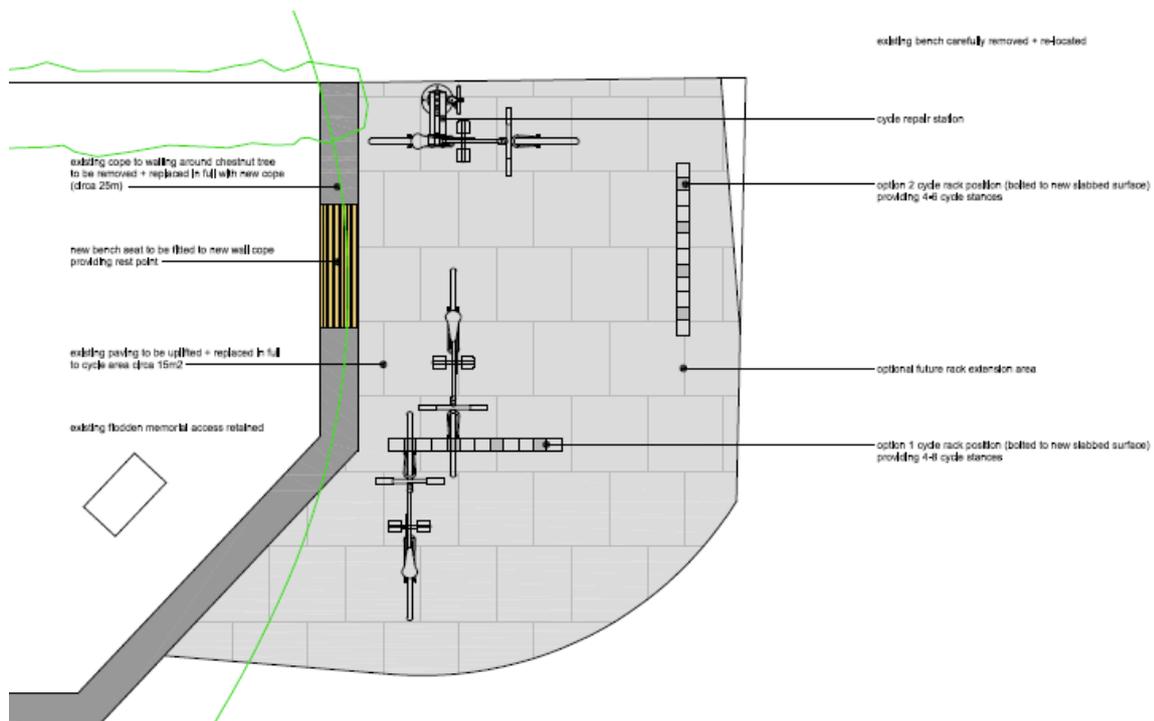
Lead On Marketing + Communications by Selkirk BIDS

1. Promotion on new town website www.exploreselkirk.co.uk
2. Work with Cycle Scottish Borders – raising Selkirk's profile on their website
3. Link with external cycling sites and bloggers to highlight Selkirk's ambition to encourage more cyclists
4. Work with Local Cycling Club and encourage Social Media Campaign

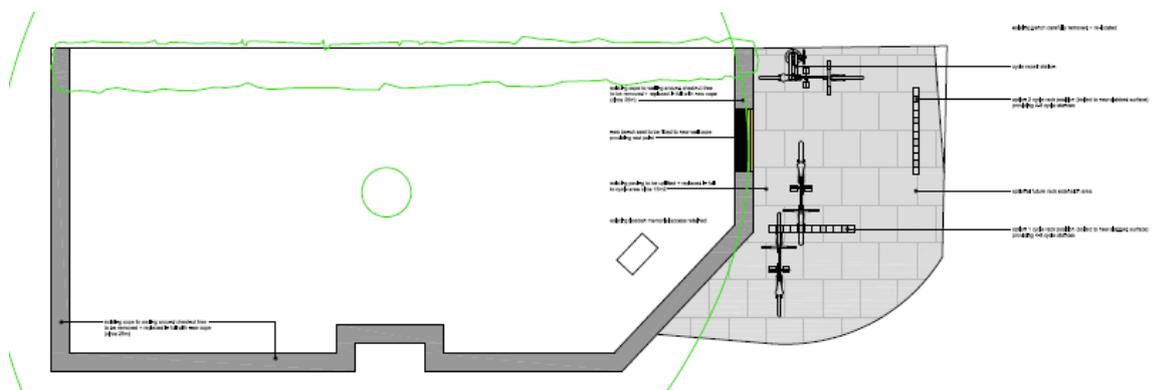
DESIGN

Once the proposed location was identified we have progressed with discussions with Scottish Borders Council + Cycle Selkirk with the results detailed in the below layout plan identifying the proposed usage of the area as well as numbers accommodated. We have also allowed for futureproofing both the area with allowance for additional stances of required + also sourced racking that could if required for redevelopment in the future be removed + re-located.

It is proposed to remove the existing bench in the location + re-fix in a new location to ensure this is not lost to current users.



Proposed Cycle Zone Layout



Overall Layout identifying extent of cope replacement



Repair Station:

As part of the proposals a fully equipped repair station as shown will be created, matching similar units already installed at points within the borders, stations such as this are a focal point for cyclists + allow critical repairs to be carried out , it is noted that routes are often adjusted if stations are know.



Cycle Rack:

Detailed consideration has been made to the style + usability of the proposed cycle rack, it was felt that standard low level racking would use a large amount of area + would not be in-keeping with the current aesthetics of the area, after analysis we have proposed to use the same supplier that has been used to for the Market Place redevelopment + install the Guardia Cycle Stands in a uniform row, which allows for 4-8 cycles at any time in a brushed steel finish. These are both aesthetically pleasing as well as low impact, all have secure chaining points + full wheel support. In addition there is no required maintenance of the units.



Paving:

The area of development is confined to an existing paved area which means that it will not impinge on the daily foot + vehicular traffic or the access to the Flodden memorial at the base of the Chestnut Tree. It is also a currently developed area which means that there will be no effects to the tree or hedging.

The paving though is in a very low condition with 90% of the slabs currently damaged, it is proposed as part of the proposal to remove + re-lay new modern slabbing to the area including missing edging which will have the dual effect of creating a defined area but also upgrading the visual appearance + removing a potential issue.



Wall Cope:

It is noted that the walling around the chestnut tree is in reasonable condition but the coping stones are both damaged + visually not appealing, we see this as an ideal opportunity to revitalise the area + as such have proposed to replace the coping stone with a more modern flat cope as shown, which allows the area to continue to be safely used but also to create an additional seating area by means of seating fixed to the cope for cyclists which is low impact + low maintenance.

CONSULTATION GROUPS

Cycle Selkirk

Cycle Scottish Borders

Scottish Borders Council, Streetscapes department

Scottish Borders Council, Traffic + Road Safety department

Scottish Borders Council Planning + Economic Development

PROJECT BUDGET

Project Budget:			
		Income	Costs (ex VAT)
	SBC Cycle Rack Fund	£1,000.00	
	Contribution from Levy	£0.00	
	Contribution from local funding	£4,500.00	
	Set up costs:		
	Purchase of cycle rack with seating – four in total		£1,300.00
	Purchase of Cycle station		£1,200.00
	Installation of both		£800.00
	Supply + install of new signage on existing poles		£300.00
	Replacement coping + paving (materials + installation)		£1,900.00
	Ongoing Annual Costs		
	NA		
	TOTAL	£5,500.00	£5,500.00

SELKIRK BIDS YEAR 1 PROJECT PROPOSALS/OVERVIEW BUDGET

	Budget Cost	Levy Cont.	SBC Cont.*	external funding	TOTAL Funding
Website	£7,800.00	£4,000.00	£3,500.00	£300.00	£7,800.00
Signage	£2,005.00	£1,005.00	£1,000.00	£0.00	£2,005.00
Cycle Racks	£6,000.00	£0.00	£1,500.00	£4,500.00	£6,000.00
Planting and Landscaping	£3,560.00	£3,560.00	£0.00	£0.00	£3,560.00
Initial Town Branding	£300.00	£300.00	£0.00	£0.00	£300.00
	£19,665.00	£8,865.00	£6,000.00	£4,800.00	£19,665.00

CONCLUSION

In conclusion We feel that the overall upgrade of this area both provides a huge opportunity to increase visitors to the town as well as providing a focal point amenity upgrade for locals, with the added benefit of benefiting of safeguarding the popular area for the future.