



Glasgow City Council

Environment, Sustainability & Carbon
Reduction City Policy Committee

Report by Executive Director of Neighbourhoods,
Regeneration and Sustainability

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Secure On-Street Cycle Parking Pilot

Purpose of Report:

To provide members with an update on the progress of the performance and expansion of Secure On-Street Cycle parking for Glasgow residents.

Recommendations:

The Committee is asked to note the content of the report.

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes No consulted: Yes No

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1 Introduction

- 1.1 The purpose of this report is to provide Elected Members with an update on the progress and planned expansion of the Pilot to introduce Secure On-Street Cycle Parking (SOSCP) for Glasgow residents.
- 1.2 This report will outline the current status of the project including: user satisfaction, project budget considerations and the methodology for the expansion of the pilot and site selection.
- 1.3 As has been noted in previous Committee papers, implementation of the project will provide a range of additional benefits, such as assisting with reducing traffic congestion and noise pollution, improvements to air quality, better long-term physical and mental health through providing additional incentives to aid modal shift and carbon reduction.
- 1.4 This project is funded via existing GCC Active Travel Capital budgets and the Scottish Government's Cycling Walking Safer Routes (CWSR).

2 Background

- 2.1 Glasgow has a significant number of its population living in properties such as Victorian tenements, high rise flats and apartment blocks. These residents often have limited cycle storage space within their flats, whilst communal areas are often based around narrow central stairwells. This presents problems for storing and moving bicycles and, where cycles are stored in communal space, it can cause an obstruction and potentially attract a greater risk of theft.
- 2.2 To tackle these issues, Officers undertook several small-scale pilot studies to aid the development of a functional model for the introduction of residential cycle storage for these type of properties. Supplementary to this, Officers ran a public consultation between November 2018 and January 2019 to establish level of demand and identify possible locations for installation.
- 2.3 The consultation demonstrated that there was an appetite for this type of infrastructure in Glasgow. To progress this, Officers undertook a procurement exercise to appoint a supplier; this was successfully completed in March 2021 with Cyclehoop Ltd appointed. As will be detailed further in this report, data from the consultation was analysed to confirm the initial locations. Following on from this Cyclehoop successfully installed 61 units in May/June 2021, which are presently at 98% occupancy across the scheme. Examples are included in appendix 1.

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3 Pilot SOSCP – Progress & Performance

3.1 Members will recall in the previous report delivered on October 5 2021, Officers provided an update in regards to levels of occupancy, waiting lists, damage to units, graffiti and anti-social behaviour. This is presented as a table which below sets out the latest updates:

Date of Report	1/8/21	1/9/21	1/10/21	1/11/21	1/12/21	1/1/22	1/2/22
Number of units	59	59	59	61	61	61	61
Occupied Spaces	329	331	335	351	350	350	359
Available Spaces	25	23	19	15	16	16	7
Occupancy Percentage	92.9%	93.5%	94.6%	95.9%	95.6%	95.6%	98.1%
Waiting List	871	995	1113	1218	1284	1364	1500
Incidences of Damage	2	2	0	1	0	0	0
Graffiti	1	2	1	0	1	0	0
Anti-Social Behaviour	1	1	0	0	0	0	0

To summarise, the level of occupancy across the scheme has risen from 93% to 98% with increased use of units placed in SIMD areas. Of the three installed in the Govan area, one unit was relocated to Dennistoun due to lack of demand. The two remaining shelters have 7 spaces available. Two additional units were placed in the Yorkhill and Kelvingrove area bringing the total units available for use to 61. All three of these units were fully occupied within 48 hours of installation.

Currently there is a waiting list of 1,500 across Glasgow. This waiting list data has been utilised in association with requests for provision to direct the proposed locations outlined below in section 4.

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4 Expansion & Placement Methodology

- 4.1 Phase one of the scheme demonstrated firm demand for this type of infrastructure across Glasgow. As per the ESCR report in October 2021, Officers have committed to provide an additional 70 secure on street cycle parking units across the city which will provide 420 spaces by March 2022.
- 4.2 As noted in 2.2, prior to the launch of the scheme, Council Officers undertook a public consultation to ascertain the level of demand across the city for access to secure cycle parking and, crucially, where this demand was located. As is evidenced by the occupancy numbers of storage units, this approach has proven to be successful. To ensure a consistent process, all Councillor and public enquiries have been directed to the Cyclehoop web portal. This has enabled users to register for existing storage units and to request new locations. This has been operational since the launch of the scheme in May 2021 and these requests have provided data as to where expansion of the scheme is required, and provision will be utilised.
- 4.3 To clarify the approach to the expansion of the scheme, a presentation was delivered to Elected Members by NRS Technical Services via MS Teams on January 25. This presentation provided an update on scheme performance and outlined the Multi Criteria Decision Analysis (MCDA) assessment process used to prioritise selection of the additional units. This process is the same to that used for the phase 1 locations. The MCDA methodology for assessment of proposed locations is outlined below:
- **Demand:** Scored on the level of requests received for additional or new cycle shelters.
 - **SIMD:** Scored on where the location is in a SIMD area of Decile 1-5, where Decile 1 is the most deprived. This helps expansion into these areas.
 - **HHD:** Identifies higher household density areas, predominantly tenements or flats, where storage is an issue.
 - **Proximity:** Provides an indication of where a proposed shelter is in relation to existing or planned cycle routes which will increase the uptake of active travel.
 - **Deliverability:** Assessment on whether the unit can be installed with the minimal amount of additional ground works and within existing council powers.

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- 4.4 Each of the above criteria are scored from 0 to 10, ascending with level of importance. Cumulatively these give a total possible score of 50.

$$\text{Demand} + \text{SIMD} + \text{HHD} + \text{Proximity} + \text{Deliverability} = \text{MCDA Score}$$

- 4.5 Following the above methodology an additional 70 units (list set out in appendix 2, map in appendix 3) to expand provision across the city have been selected.
- 4.6 Occupancy levels of units will help provide a measure of success of the pilot. However, success will ultimately be assessed through increases in the level of cycling in the areas where the units are located. Officers are currently investigating the use of existing automatic cycle counters for this purpose.
- 4.7 Analysis of request data has also been used to identify areas of low levels of participation. In these cases, an increased SIMD score balances the reduced Demand Scoring. This, in association with the other assessment criteria, provides an objective assessment of proposed locations to help expansion into under-represented areas and increase active travel participation.

5 Next Steps

- 5.1 Based on the assessment of options above, delivery of phase 2 of the scheme is programmed for March 2022 when installations will commence. This will deliver seventy (70) units providing an additional 420 storage spaces across the scheme as a whole. Prior to installation, residencies close to a unit location will receive a letter to inform them of this and how to apply for a space if they wish.
- 5.2 Officers are in dialogue with housing associations to investigate the implementation of a possible subsidy scheme which will help remove hire cost as a barrier to use in some locations.
- 5.3 To address the waiting list and anticipated growth of the pilot £500k of funding per year has been identified to continue the roll out of the project in financial years 22-23, 23-24 and 24-25. It is anticipated that this would yield approximately 120 units providing 720 secure parking spaces per year. Council Officers will now progress this with procurement colleagues.
- 5.4 Across the Council's portfolio of active travel projects there is considerable interest to facilitate additional units. In future phases of the scheme this will be further explored to complement community requests as well as targeted installations to stimulate an uptake in active travel.

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6 Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	Further Capital investment will come from the existing assigned budget as previously approved. As per the installed units, there will be no revenue implications for running costs. 1.5% of the overall budget will be retained to cover maintenance liability.
<i>Legal:</i>	No new legal issues arising from the report.
<i>Personnel:</i>	The project will require development by GCC NRS staff to progress.
<i>Procurement:</i>	Procurement of infrastructure has been via an EU competitive tender with further units within the existing contract.

Council Strategic Plan:	<p>The projects supported by this funding in turn support the following Strategic Plan themes:</p> <ul style="list-style-type: none">• A Thriving Economy• A Vibrant City• A Healthier City• A Sustainable and Low Carbon City• Resilient and Empowered Neighbourhoods
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The following Strategic Plan outcomes are supported:

- A resilient, growing and diverse city economy where businesses thrive.
- Glasgow is a world class destination for tourism, culture, sport, events and heritage.
- Glaswegians are active and healthier.
- All citizens have access to the city's cultural life and its heritage.
- Glasgow is healthier.
- Citizens and communities are more self-reliant for their health and wellbeing.
- Citizens use active travel, including walking and cycling.
- We have more sustainable, integrated transport networks across the city, and
- less congestion.
- We have a low carbon footprint as a council and as a city.

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- Citizens and neighbourhoods can influence how services are developed and budgets spent.
- Citizens can access good facilities, jobs and services locally.

More specifically, the funding makes an important contribution towards the Council's commitment to 'prioritise sustainable transport across the city' (Priority 55) and to 'Build high quality, inclusive active travel infrastructure, investing a minimum of 10% of our transport infrastructure budgets in cycling and walking to make Glasgow an excellent cycling and walking city' (Priority 65).

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.

This proposal supports the outcomes through.

Outcome 2 - Disabled people, black and minority ethnic people and older people have an improved experience in accessing services that meet their needs through more regular and systematic involvement in design of service delivery across the Council Family.

Outcome 6 - The importance of tackling social isolation and loneliness is recognised and prioritised through our work with partners

What are the potential equality impacts as a result of this report?

EQIA screening was reviewed in Sept 2021 and noted positive impact for those with reduced physical strength and no negative impacts.

Please highlight if the policy/proposal will help address socio-economic disadvantage.

Of the proposed locations, 7% are included within the Scottish Index of Multiple Deprivation (SIMD) with a Decile rating of 1 (10%) with 14% of shelters in Decile rating 2 (20%) locations. In total 54% are in a Decile 5 or above. See Appendices 2 & 3.

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify:

The proposal supports the Climate Plan through actions:

No 51 – "Deliver a comprehensive active travel network, incorporating the delivery of Secure On-street Cycle shelters and enabling 20-

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minute neighbourhoods through the liveable neighbourhoods plan.

What are the potential climate impacts as a result of this proposal?

Encouragement of cycling for daily utility journeys

Will the proposal contribute to Glasgow's net zero carbon target?

Increased use of active and sustainable transport modes will contribute to net zero.

Privacy and Data Protection Impacts:

There will be requirement for appointed management organisations to gather names and addresses and contact details. This may extend to banking details depending on payment method.

7 Recommendations

The Committee is asked to note the content of the report.

Appendix 1 - Secure Cycle Parking Examples



Figure 1. Cyclehoop Bike Hanger. Dixon Avenue. (footway install)



Figure 2. Cyclehoop Bike Hanger. Abercromby Street. (On-road installation)

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Figure 3. Cyclehoop Bike Hanger. Garthland Street (mid street on road installation)



Figure 4. Cyclehoop Bike Hanger. Battlefield Gardens (Cross-hatch area installation)

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Appendix 2 – Final Proposed Locations

Address	Postcode	SIMD Decile	MCD A Score
Eskdale Street	G42 8AY	1	45
Annette Street	G42 8EH	2	43
Roslea Drive	G31 2RR	2	42
Wilton Street	G20 6QZ	2	41
Dalmally Street	G20 6RY	2	41
Amisfield Street	G20 8LA	2	40
Battlefield Avenue	G42 9HW	2	40
Crow Road	G11 7LA	1	39
Albert Road	G42 8DL	3	39
Appin Road	G31 3PD	1	38
Skirving Street	G41 3AB	5	38
Frankfort Street	G41 3XF	4	38
Curle Street	G14 0SR	1	36
Garthland Drive	G31 2SG	0	36
Airlie Street	G12 9RJ	0	35
Striven Gardens	G20 6DZ	0	35
Barrington Drive	G4 9DS	0	35
Woodlands Drive	G4 9DW	0	35
Woodlands Drive	G4 9EQ	0	35
Barrington Drive	G4 9ES	0	35
Waverley Gardens	G41 2DN	0	35
Leven Street	G41 2JQ	3	35
Keir Street	G41 2LA	3	35
Kenmure Street	G41 2NU	4	35
Nithsdale Drive	G41 2PT	2	35
Albert Avenue	G42 8RA	5	35
Albert Avenue	G42 8RB	0	35
Chamberlain Road	G13 1XJ	5	34
Hotspur Street	G20 6PY	5	34
Garthland Drive	G31 2RE	0	34
Shettleston Road	G32 9AW	2	34
Underwood Street	G41 3EP	0	34
Waverley Street	G41 2EA	0	33
Armadale Street	G31 2QD	5	32
Lochleven Road	G42 9JU	0	32
Cartvale Road	G42 9RN	5	32
Queensborough Gardens	G12 9PW	0	31
Lauderdale Gardens	G12 9QU	0	31
Woodlands Drive	G4 9DN	0	31
Waverley Street	G41 2DZ	0	31
Terregles Avenue	G41 4LX	0	31
Darnley Gardens	G41 4NQ	0	31
Dundrennan Road	G42 9SA	0	31
McNeill Street	G5 0QE	1	31
Exeter Drive	G11 7UX	5	30
Hotspur Street	G20 8LP	2	30
Leyden Street	G20 9TJ	4	30
Whitehill Street	G31 2LW	5	30
Ledard Road	G42 9RE	0	30
Garry Street	G44 4AZ	3	30

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Gardner Street	G11 5BZ	0	29
Queensborough Gardens	G12 9RU	0	29
Queen Square	G41 2AZ	0	29
Herriet Street	G41 2NN	3	29
Terregles Avenue	G41 4LX	0	29
Niddrie Square	G42 8QA	5	29
St Andrews Square	G1 5PQ	3	28
Kildonan Drive	G11 7XA	5	28
Crathie Drive	G11 7XE	5	28
Wilton Street	G20 6BL	0	28
Queens Park Avenue	G42 8BX	0	28
Bolton Drive	G42 9DX	2	28
Sinclair Drive	G42 9PY	0	28
Barlogan Avenue	G52 1AQ	3	28
Naseby Avenue	G11 7JQ	0	27
Queensborough Gardens	G12 9TU	0	27
Crow Road	G13 1LY	0	27
Silvergrove Street	G40 1DU	4	27
Melville Street	G41 2JL	5	27
Cartha Street	G41 3HH	0	27

Of these locations, in regard to SIMD Decile, they are distributed as follows:

SIMD Decile	Occurrence	%
1	5	7%
2	10	14%
3	7	10%
4	4	6%
5	12	17%
Not Scored (Decile > 5)	32	46%

Appendix 3. Phase 2 SOSCP locations by Household Density & SIMD

