

Report

Report to:	Climate Change and Sustainability Committee
Date of Meeting:	3 November 2021
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Active Travel / Feasibility of Bike Hire Scheme / Community Engagement / eBike Infrastructure
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1. Purpose of this Report

1.1. The purpose of the report is to: -

- ◆ Advise the Committee on active travel projects, the introduction of a bike hire scheme, community engagement and the provision of eBike (electric bikes) infrastructure.

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):

- (1) that existing and recent/ongoing active travel/cycling infrastructure projects be noted;
- (2) that the status of Glasgow City Council bike hire scheme and potential for extension into South Lanarkshire be noted;
- (3) that subject to funding being identified, arrangements be made to update the previous study into a potential Bike Hire Scheme in Rutherglen, Cambuslang, and East Kilbride areas for all South Lanarkshire
- (4) that the previous, ongoing, and proposed community engagement in relation to active travel / cycling projects be noted
- (5) that the eBike (electric bikes) infrastructure and expansion be noted

3. Background

3.1. On 10 March 2021, the Council considered a notice of motion on cycle hire and, following discussion, agreed to take a report to the Climate Change and Sustainability Committee to update members on:

- ◆ The work that had already been undertaken on active travel and ongoing cycling infrastructure projects.
- ◆ The status of the Glasgow "Next Bike" contract and the feasibility of joining.
- ◆ Suggestions on how new community consultation work on future of cycling in South Lanarkshire could be taken forward.
- ◆ How availability and use of electric bikes might be significantly expanded.

4. Existing Active Travel Infrastructure Projects

- 4.1. Within South Lanarkshire, there are National Cycle Network Routes NCN 74, 75 and 756 as well as several strategic routes between and through some of the Council's main commuting towns such as Rutherglen, Cambuslang, Hamilton, and East Kilbride.
- 4.2. Local cycle networks are also in place in many towns such as Blantyre, East Kilbride, Hamilton, and Lanark. Rural connections such as the Tweed Cycle Route and routes around Lanark, Strathaven and Biggar are also present.
- 4.3. Cycle parking and shelters are also in place in many locations and town centres including Carluke, Hamilton, East Kilbride, Halfway, Cambuslang, Rutherglen, Blantyre, Bothwell and Uddingston. Approximately 170 spaces are available in public spaces throughout South Lanarkshire. In addition, there are approximately 320 cycle parking spaces available at railway stations.
- 4.4. A network of over 30 automatic pedestrian and cycle counters are also provided, and these are monitored on a regular basis and reported to South Lanarkshire Cycle Partnership. Most of the sites have shown that walking and cycling activity increased during the Covid-19 pandemic period in comparison to previous years.

5. Recent / Ongoing Active Travel Infrastructure Projects

East Kilbride Cycle Network

- 5.1. The construction of an integrated cycle network in East Kilbride is continuing (Appendix 1, project 1). This was developed and endorsed through the engagement undertaken as part of the East Kilbride Active Travel Study.
- 5.2. A 600-metre section on West Mains Road from Strathfillan Road to East Kilbride Railway Station was completed in November 2020. Evidence from the pedestrian and cycle counter on this section of the route indicates that average cycle usage is 50 trips per day and on some days, this has been more than 100 trips.
- 5.3. A further phase of works is currently being constructed on West Mains Road to link the Railway Station to a point south of Kirktonholme Road. The design incorporates fully segregated cycle lanes as well as taking cognisance of proposed alterations to East Kilbride Railway Station. The route will also provide new controlled crossing points at Torrance Road / Ladybank Court by means of traffic signals and combined pedestrian and cycle crossings at strategic points along West Mains Road. In addition, the proposals will remove the mini-roundabout junctions at Kittoch Street and Kirktonholme Road and replace these with priority junctions.
- 5.4. The works programme has been delayed due to various supply chain and resourcing issues caused by the Covid-19 pandemic. It is currently programmed to be complete in November 2021. Following on from this it is anticipated that new traffic signals will be installed.
- 5.5. Outline designs have also been prepared for the remainder of the route on West Mains Road to Whitemoss Avenue and on Churchill Avenue between Priestknowe roundabout at Whitemoss Avenue. These will be subject to consultation with residents, the Community Council, and other groups as well as the wider public in the coming months. Residents and local groups will be contacted directly via letter while the wider community will be invited to comment via a questionnaire publicised through the local newspaper and the Council's website / social media platforms.

- 5.6. In addition to the above cycle route, Spaces for People funding has allowed the accelerated implementation of the cycle network between East Kilbride Rail Station and the Town Centre (Torrance Road / Brouster Hill) and on Cornwall Street. These works were completed earlier this year.

Cycle Monitoring Equipment

- 5.7. Counting equipment will be purchased for installation at various locations during the financial year (Appendix 1, project 2). At this time locations are being identified and it is expected that the installation of equipment will take place before the end of March 2022.

Cycle Parking Provision - Town Centres

- 5.8. Suitable facilities within towns and villages that will allow secure parking are currently being identified. Once potential sites have been selected from those towns / villages listed below, liaison will take place with local Councillors and Community Councils (Appendix 1, project 3) to establish which locations will be progressed. This is scheduled to take place before the end of the calendar year.

- ◆ Cambuslang
- ◆ Rigside
- ◆ Rutherglen
- ◆ Hamilton
- ◆ Strathaven
- ◆ Blantyre
- ◆ Stonehouse
- ◆ Larkhall

Cycle / Scooter Parking at Schools

- 5.9. Through working with schools with developed School Travel Plans, various initiatives have been identified to encourage the school journey to be made by a mode other than the private car. Shelters with stands provide a safe and secure location for children to park their bikes and scooters.

- 5.10. Schools have been identified and, subject to a successful award from a funding partner, Sustrans, the following schools will have new facilities provided later this financial year (Appendix 1 project 4): -

- ◆ Calderwood Primary School, Rutherglen
- ◆ Glassford Primary School, Glassford
- ◆ East Milton Primary School and Nursery, East Kilbride
- ◆ Townhill Primary School, Hamilton
- ◆ St. Andrew's and St. Bride's High School, East Kilbride

Design of Cycle Routes

- 5.11. Preliminary design of cycle routes at the following locations is ongoing in the following towns and villages (Appendix 1, projects 5 to 11):

- ◆ Bothwell/Uddingston Cycle Network (NCN74 Raith to NCN75 Uddingston)
- ◆ Carstairs Village (Clydesdale Cycle Network)
- ◆ Carluke / Law
- ◆ Hamilton

- ◆ Lanark
- ◆ Cambuslang
- ◆ Newton

Safer Route to Schools – Car Free Zones

- 5.12. The initiative is currently being taken forward at 2 schools (Burnside Primary School and St Joseph's Primary School) (Appendix 1, project 12).
- 5.13. It is anticipated that the implementation of the car free zones will take place during October / November 2021, however, this is subject to the delivery of materials to our contractor undertaking the works.

Spaces for People Projects - Active Travel Network, Pinchpoints, East Kilbride

- 5.14. This project (Appendix 1, part of project 1) sought to address 'pinch points' on proposed routes emerging from the East Kilbride Active Travel Study. Proposals were accelerated by the utilisation of temporary measures on Torrance Road, Brousterhill, Cornwall Street and Churchill Avenue. These have provided cycle segregation to the town centre from the West Mains and Village areas of East Kilbride, therefore, aiding essential journeys and physical distancing to and from the town centre. These works were completed earlier this year.

School Outdoor Environment – Spaces for People

- 5.15. To comply with previous public health guidance on physical distancing, it was essential that additional space was provided for those walking, cycling, and wheeling during the school run.
- 5.16. This project (Appendix 1, project 13) saw every school being considered through discussions between representatives from Roads and Transportation and Education Resources and measures have since been implemented.
- 5.17. Signs have been placed in and around 148 primary and secondary schools and ASN's to advise of social distancing practices. Pavement stencils, paint and banners asking to consider walking, cycling, and wheeling as well as safe and considerate car use have also been erected where considered appropriate.
- 5.18. Some schools such as Lanark Grammar Secondary School have included park and stride arrangements and have been provided with signs and other schools such as St Louise's and St Hilary's in East Kilbride have been provided with cones and barriers for internal management solutions where necessary.
- 5.19. A second phase of measures implemented provided 'school gateways' and new mandatory 20mph speed limits at approximately 90 schools. These measures are intended to change the characteristics of the roads outside schools to encourage active travel by pupils and parents/carers. These works were completed earlier this year.
- 5.20. Additional cycle parking storage facilities have also been provided at the following schools: -
- ◆ St Paul's Primary School, Hamilton
 - ◆ Glenlee Primary School, Hamilton
 - ◆ Machanhill Primary School, Larkhall
 - ◆ St Mary's Primary School, Hamilton
 - ◆ St Mary's Primary School, Lanark

- ◆ Carnwath Primary School, Carnwath
- ◆ Biggar Primary School, Biggar

Town Centres - Spaces for People

- 5.21. Town centres are a core element of local communities and required support so that people could make essential trips by active travel methods and follow previous social distancing rules.
- 5.22. Signage and pavement stencils requesting social distancing have been provided in South Lanarkshire towns and major neighbourhood centres and this was supplemented with a publicity campaign to encourage local shopping. Further publicity campaigns, building on the first, to again encourage local shopping was also undertaken.
- 5.23. Hyndford Place in Lanark was converted to an open space, with benches/umbrella coverings for local businesses and their customers to utilise.
- 5.24. 20mph cordons have been introduced within several town centres. The towns of Carluke, Lanark, Uddingston, Larkhall, Bothwell and Strathaven formed the basis of this project. These works (Appendix 1, project 14) were completed earlier this year.
- 5.25. Consideration will be given to other towns and neighbourhoods based on monitoring and evaluation which will be presented to the Council's Road Safety Forum in due course.

6. Bike Hire Scheme

- 6.1. Glasgow City Council (GCC) currently have a contract with Nextbike UK Ltd to operate their bike hire scheme. This commenced in September 2017 and is a 7-year contract with the possibility of two 1-year extensions.
- 6.2. GCC have advised that at this time, it would not be possible to expand beyond the current contractual boundaries of the scheme into neighbouring local authorities. Any such undertaking would be a material change to the existing contract that is not covered in the tendered scope of requirements. This precludes us from joining until September 2024 at the earliest and potentially later if extensions are taken up.
- 6.3. Notwithstanding, should a business model be developed where it was proven that the scheme could be justified and / or extended into South Lanarkshire, then this could be considered for a future contract.
- 6.4. It is noted that should a similar model be used to that of the current contract, then South Lanarkshire Council would require to enter into an agreement with GCC where there would likely be financial obligations such as any pump-prime funding and ongoing annual revenue funding. Details of this are presently unknown.
- 6.5. In 2017, South Lanarkshire Council commissioned Anson Consulting Limited to undertake a study to determine whether there is scope for one or more bike hire / share schemes to operate in the Rutherglen area and / or East Kilbride. This study identified a variety of factors that are known to influence the potential for a scheme to succeed. Of these, the study considered demand data indicators such as journey to work mode; population density; journey to work origin; topography; and existing cycle infrastructure.
- 6.7. The conclusion of the study identified that stand alone hire schemes would be unlikely to succeed in Rutherglen and in East Kilbride. While it considered it could be feasible to

extend the Glasgow City Council bike hire scheme, it recommended a cautious approach. It also strongly encouraged further research and detailed planning before committing significant financial or other resources to developing bike hire schemes.

- 6.8. In view of this and considering the potential changing demand because of Covid19, it is recommended that consideration be given into commissioning an external consultant to review the previous study referred to above. This would consider whether a bike hire scheme could be successful across South Lanarkshire, assess potential demand and to consider whether joining with a neighbouring authority such as GCC would be a preferred route for such an initiative.

7 Community Engagement / Consultation

- 7.1. South Lanarkshire's Cycling Strategy identifies several cycling infrastructure projects that should be progressed. Through discussions with funding partners, Sustrans, and Strathclyde Partnership for Transport, it was identified that one of the first steps for such projects is to undertake a study to support and encourage the active travel needs of communities. The aim is to undertake studies with several key outcomes, including identifying the actual and perceived barriers to cycling for everyday journeys.
- 7.2. Active Travel Studies identify a programme of recommendations to make active travel a viable option for everyday journeys in and around selected towns, encouraging modal shift to walking and cycling and promoting the towns as cycle friendly.
- 7.3. Studies have already been completed in East Kilbride and Rutherglen / Cambuslang, Carlisle and Law Area, Hamilton, and Lanark and these can be viewed on the Council's website. The following study areas have recently been completed and these will be presented to the next South Lanarkshire Cycling Partnership meeting: -
- ◆ Bothwell, Uddingston and Blantyre Area
 - ◆ Strathaven, Stonehouse and surrounding villages
 - ◆ Larkhall
- 7.4. These studies have provided a policy context and included public consultation in the form of a questionnaire, considered emerging opportunities, included further consultation on the outcome and proposed final recommendations identified for short, medium- and long-term projects. The recommendations included a proposed cycle network for the towns, links to the surrounding cycle network, as well as associated facilities such as cycle parking infrastructure.
- 7.5. At this time, consideration is being given to taking forward studies for the remaining towns and villages in South Lanarkshire and these will form future bids to external funding partners.
- 7.6. Community engagement is key during all stages of project development from initial network discussions, cycle route design and phasing strategy as well as considering the impact of future developments and future transport infrastructure. This has led to a process of developing action plans, undertaking network designs based on local priorities and then construction of a cycle network that will encourage residents to use the bicycle as a principal mode of travel for short journeys.
- 7.7. This year, consultation on cycle provisions in Carstairs village has been undertaken and at this time engagement with respect to new cycle infrastructure is ongoing in East

Kilbride, Bothwell and Uddingston. It is also anticipated that consultation will be undertaken for proposals in Carluke early in the new year.

- 7.8. Given the extensive and ongoing Active Travel Study process and engagement already ongoing in relation to proposed works, it is proposed that this continues as future studies and cycle network development is progressed.

8 Expansion of eBikes Use

- 8.1. The popularity of eBikes has significantly grown in recent years with sales figures for the United Kingdom suggesting that eBikes make up almost 25% of all bike sales. The cost of such bikes is generally from £650 upwards, and the popularity has grown since improvements to battery life, motor design and lighter weights have been achieved. The Scottish Energy Saving Trust currently also offer interest free loans of up to £6,000 for eBike purchases.
- 8.2. When using an eBike, 'motor assistance' can be given for speeds between 0 and 15.5mph and the range of eBikes can be from 30km to 140km or between 1 and 4 hours per charge. To charge eBikes, the battery is removed and placed into a charging dock which is then plugged into a standard mains supply. Therefore, charging of batteries can be undertaken in any location where there is a three-pin plug socket.
- 8.3. Indoor and outdoor charging stations or stands are also available from various manufacturers. In general, these have lockers with internal plug sockets where riders can leave their docks and batteries to charge.
- 8.4. The Council can encourage the use of eBikes by providing adequate facilities for their use. The most fundamental of which is the construction of suitable cycling infrastructure such as the cycle networks described in this report. The second is ensuring that appropriate charging infrastructure is available in public places. For example, as part of the recent Cambuslang Park and Ride project, four locker style cycle charging points have been installed.
- 8.5. Monitoring of the usage at Cambuslang Park and Ride will be undertaken over the coming months and this will allow consideration to be given to installing future charging infrastructure at other locations. This will also be considered as we continue with the installation of new electric vehicle charging hubs across South Lanarkshire.

9. Employee Implications

- 9.1. The above projects have been and continue to be delivered utilising existing employee resources.
- 9.2. Any further significant increase in external active travel / cycling funding will require available employee resources to be reviewed and potentially strengthened.

10. Financial Implications

- 10.1. The 2021/2022 projects will be financed through funding partners as outlined below: -

Partner	Funding Awarded
Scottish Government Cycling Walking and Safer Streets	£600,500
Strathclyde Partnership for Transport	£500,000
Sustrans Places for Everyone	£251,000

Sustrans Cycling and Scooter Parking	£TBC
Scottish Government Air Quality Fund	£24,000
Sustrans Spaces for People	£1,150,000
TOTAL	£2,525,500

10.2. The nature of these projects means that the funding, scope, and timescales may be revised throughout the year as projects are refined or completed. It may therefore be necessary to increase or decrease funding from that outlined in Appendix 1.

10.3. At present no funding for the study outlined at para 6.8 has been identified, however, discussions are underway internally and with partners to identify a potential source. It should be noted that a bid to the Air Quality Fund earlier this year was not successful.

11. Climate Change, Sustainability and Environmental Implications

11.1. The active travel projects outlined in this report encourage the uptake of active travel and sustainable travel within the Council's local communities, whilst reducing reliance on private vehicles particularly for the shorter more local journeys. This supports South Lanarkshire's Sustainable Development and Climate Change Strategy.

11.2. Interventions to encourage sustainable and active travel is a key priority within this Strategy and the provision of cycling / walking facilities align with this.

11.3. Increased active travel and access to the outdoors will improve health and wellbeing whilst reducing reliance on fossil fuels for the purpose of travel. Encouraging the uptake of active and sustainable travel will also support improvements in air quality emissions by reducing the number of private car journeys and their resultant emissions.

12 Other Implications

12.1. Active travel is a key element of encouraging sustainable travel, therefore the design and construction of cycle routes as well as other measures to encourage walking will assist in this. There are no other implications associated with this paper.

13 Equality Impact Assessment and Consultation Arrangements

13.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function, or strategy and, therefore, no impact assessment is required.

13.2. Appropriate consultation will be undertaken as the programme of Active Travel Projects is progressed.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

12 October 2021

Link(s) to Council Values / Ambitions / Objectives

- ◆ Improve the quality of life for everyone in South Lanarkshire
- ◆ Support the local economy by providing the right conditions for growth
- ◆ Improve the road network
- ◆ Make communities safer, stronger, and sustainable
- ◆ Encourage participation in physical and cultural activities

Previous References

None

List of Background Papers

South Lanarkshire Council's Local Transport Strategy 2015 - 2020

South Lanarkshire Council's Cycling Strategy 2015 - 2020

Council Plan "Connect"

Resource Plan

Cycle Action Plan for Scotland 2016

Contact for Further Information

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Appendix 1

Ref	Project	Sustrans Places for Everyone	Sustrans Spaces for People	Sustrans Cycle and Scooter Fund	Air Quality	SPT	Cycling Walking Safer Streets	Totals
1	East Kilbride Cycle Network - Developed design and part construction of route	£225,000	£300,000		£20,000	£200,000	£600,500	£1,345,500
2	Cycle Monitoring Equipment				£2,000	£20,000		£22,000
3	Cycle Parking Provision - Town Centres				£2,000	£20,000		£22,000
4	Cycle and Scooter Parking – Schools			£TBC			£TBC	£TBC
5	Bothwell / Uddingston Cycle Network (NCN74 Raith to NCN75 Uddingston) - Developed design.					£130,000		£130,000
6	Clydesdale Cycle Network (Larkhall to Blackwood/Carluke to Carstairs) - Developed design					£130,000		£130,000
7	Carluke and Law Area Cycle Network - Design of routes	£5,000						£5,000
8	Hamilton Cycle Network - Design of routes	£5,000						£5,000
9	Lanark Cycle Network - Design of routes	£5,000						£5,000
10	Cambslang Cycle Network - Design of Routes	£5,000						£5,000
11	Newton Cycle Network - Design of Routes	£5,000						£5,000
12	Safer Routes to Schools - Car Free Zones	£1,000						£1,000
13	School Outdoor Environments/Spaces for People		£750,000					£750,000
14	Town Centres/Spaces for People		£100,000					£100,000
	Total	£251,000	£1,150,000	TBC	£24,000	£500,000	£600,500	£2,525,500