

Subject:	Brighton & Hove Bike Share contract		
Date of Meeting:	11th October 2016		
Report of:	Executive Director for Economy, Environment & Culture		
Contact Officer:	Name:	Abby Hone	Tel: 29-0390
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Ward(s) affected:	Rottingdean Coastal, East Brighton, Queen's Park, Hanover and Elm Grove, Moulsecoomb and Bevendean, St. Peter's and North Laine, Preston Park, Hollingdean and Stanmer, Regency, Goldsmid, Brunswick and Adelaide, Central Hove		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 Officer delegation to agree the tender for the Bike Share project was approved by Environment Transport and Sustainability Committee on 24th November 2015.
- 1.2 This report seeks approval for an extension to the existing 3-year concession agreement contract with the appointed Bike Share operator to allow for the 'mobilisation period', estimated at a maximum of seven months, where the appointed Operator will be installing the required infrastructure.

2. RECOMMENDATIONS:

- 2.1 That the Environment, Transport and Sustainability Committee approves the extension of a concession agreement for a Bike Share scheme for an initial contract term of three years including the mobilisation period which is anticipated from December 2016 to June 2017.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 A report seeking approval for the tendering of a concession agreement for the provision of a Bike Share Scheme for the city was first approved by ETS committee on 24th November 2015. This approval was for an initial contract period of 3 years with the option to extend by a period of two plus two years subject to satisfactory performance (with a maximum potential extension period of 4 years).
- 3.2 BHCC advertised a tender for the provision of a Bike Share Scheme in the city in July 2016. The winning bidder (The Operator) will be appointed in the winter of 2016.

- 3.3 The scheme will include a minimum of 430 bikes in 50 locations and is expected to be fully operational in June 2017.
- 3.4 Bike hub locations will be finalised when the Operator has been awarded the contract and will be in high density areas where people would find them most convenient, on commuter routes and near other transport hubs such as railway stations, and have a consistent coverage across the scheme area. Consultation through the TRO process commenced in mid August and any representations will be brought to ETS committee on 29th November 2016.
- 3.5 Following successful award of the contract to the Operator, and formation of the contract, the concession contract between BHCC and the Operator should commence in December 2016, to cover the mobilisation period in order to protect the Council's interests and the funding from the C2C LEP and BHCC.
- 3.6 The mobilisation period for the Scheme should commence in December 2016 for an estimated period of 7 months until the scheduled launch of the scheme in June 2017. The mobilisation period is intended to give time for the Operator to receive the funding, purchase the cycles and other infrastructure for the scheme, install infrastructure and to ensure that all aspects of the scheme are in place, operational and thoroughly tested in order to achieve a successful launch. Therefore officers seek approval for a contract award to be made to the successful Operator so that a contractually binding agreement can be entered into from December 2016. This enables the scheme to meet external funding requirements of the LEP for the 'operational' contract of three years.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 There are no alternative options. The Operator will be awarded and expected to mobilise, implement and operate the Bike Sharing Scheme.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Initial consultation on 'public cycle hire' was conducted in 2010 when producing a feasibility study for bike sharing in Brighton & Hove. Consultation was held with key organisations including Sustrans, Bicycles, CTC, Healthwalks, Brighton University, Clarion, Albion in the Community, Active for Life, Brighton & Hove Local Access Forum, NHS Brighton & Hove, School Sports Partnership, Bike for Life and CVSF representatives.
- 5.2 Informal consultation regarding specific Bike Share 'hub' locations affecting residents, businesses and other stakeholders in the directly vicinity of the 'hub' locations began in August 2016.
- 5.3 Consultation with University of Brighton, Sussex University and other private landowners such as Jubilee Library, Brighton Marina and Govia Thamesink Rail is ongoing in relation to specific hub locations.
- 5.4 The opportunity to comment on hub locations affecting parking provision will also be possible through the TRO process required for some of the sites. A report

regarding any representations from this formal process will be brought to ETS committee in November 2016.

- 5.4 Once the successful Operator of the scheme is officially appointed it is anticipated they will work alongside the council to determine the most effective positions for hubs in order to maximise usage of the bikes.
- 5.5 In order to assist the Operator with marketing the Bike Share scheme to residents, workers and visitors, a market research consultation exercise took place in August 2016.

6. CONCLUSION

- 6.1 An earlier contract commencement date (and consequently a longer contract duration) is necessary between BHCC and the Operator when the Operator is successfully awarded the contract to cover the mobilisation period in order to protect the Council's interests and the funding from the C2C LEP and BHCC.
- 6.2 Approval for the contract enables a contractually binding agreement through the mobilisation period and enables the scheme to meet external funding requirement of the 'operational' contract for a minimum of 3 years by extending the contract period.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 There are no financial implications associated to the recommendation of this report in addition to those reported to ETS committee on 24th November 2015. It is anticipated that the capital costs associated to the mobilisation phase of the Bike Share scheme will be approximately £1.450m, to be funded from Local Growth Fund grant (£1.160m) and from the Local Transport Plan capital programme (£0.290m). The recommended concession agreement will allow for the supplier to carry out the mobilisation stage of the project and enable the council to fulfil the conditions of the Local Growth Fund grant. .
- 7.2 The concession agreement will be supported by a funding agreement with the supplier to ensure that grant funding conditions are met and to safeguard the council from financial risks.

Finance Officer Consulted: Steven Bedford

Date: 19/08/16

Legal Implications:

- 7.3 The original report provided to the Environment and Transport Committee in November 2015 did not take into account the mobilisation period necessary for the concession contract. This report seeks to ensure that the correct duration of the contract is provided to ETS Committee for its consideration. If the concession contract is able to commence in December 2016, then this will ensure that the Council's interests are protected from the outset and that the funding obligations

to the LEP are covered by proper contractual obligations once the Operator is appointed.

Lawyer Consulted: Jo Wylly

Date: 22/08/16

Equalities Implications:

- 7.4 An EIA has been carried out for the Bike Share scheme. However, there are no equalities impacts identified as a result of extending the BikeShare Operator contract for 7 months.

Sustainability Implications:

- 7.5 The scheme will help deliver wider sustainable council objectives by providing residents and visitors to the city with a sustainable travel choice.

SUPPORTING DOCUMENTATION

Appendices:

1. Other Implications

Documents in Members' Rooms

None

Background Documents

None

Risk and Opportunity Management Implications:

- 1.2 A Risk register for the project is reviewed on a monthly basis through the Bike Share Project Board.

Public Health Implications:

- 1.3 An effective Bike Share Scheme should increase the level of active travel amongst residents and visitors. This will have public health benefits including improving health and wellbeing, reducing the risk of developing long term conditions and contributing to improving air quality.

Corporate / Citywide Implications:

- 1.4 The Bike Share scheme assist the Council in meeting its aim of a:
 - **A well run city:** keeping the city safe, clean, moving and connected.

By providing residents, commuters and visitors with an alternative viable travel choice for moving around the city.

