

**Title of meeting:** Cabinet Member for Traffic and Transportation Decision Meeting

**Date of meeting:** 13<sup>th</sup> March 2018

**Subject:** City wide Bike Share pilot

**Report by:** Tristan Samuels, Director of Regeneration

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

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## **1. Purpose of report**

- 1.1 This report sets out the details a scheme to pilot a floating bike share provider in the city of Portsmouth

## **2. Recommendations:**

- 2.1 It is recommended that:
1. Portsmouth City Council enter into an 18 month pilot with Nextbike to provide a floating bike share scheme in the city;
  2. A concession contract is agreed and signed with Nextbike prior to the launch of the first bikes in Portsmouth;
  3. A code of conduct for bike share schemes in the city is explored.

## **3. Background**

- 3.1 Following the decision made at the November 2017 Traffic and Transportation decision meeting, to support the development of a floating bike hire scheme within Portsmouth, meetings took place with six hire providers.
- 3.2 The meetings were structured with a prepared list of questions to be answered by the providers. This provided a consistent approach to gather information about how a scheme would work in the city, how a launch would be managed and how the engagement process would work with key stakeholders such as the University, Portsmouth Naval Base, the Hospitals and local businesses. Discount offers were also discussed as a method to increase the numbers of people cycling and to make a scheme as inclusive as possible to all residents and visitors to the city. Costs to the user of bike hire were very similar across all 6 providers.

#### 4. Nextbike

- 4.1 Nextbike are able to provide a high quality bike hire scheme and currently have 7 active schemes in the UK and 125 other locations across Europe. They are community focussed and offer a varied pricing framework so as to make it as inclusive as possible and this includes a member's rate for an annual fee or a pay as you go rate.
- 4.2 Nextbike is also accredited to Bikeplus. Bikeplus is the representative body for UK bike share. Bikeplus has launched an accreditation scheme for bike share operators which provides assurance to local authorities on an agreed set of standards expected by operators when providing services.
- 4.3 The bike has its central intelligence and locking system on the bicycle itself. All the bikes are suitable for riders between 150cm –200cm in height and feature high quality components for the highest cycling comfort. Standard bike features include:
- 3-8 speed Shimano nexus hub gears
  - Shimano roller brakes
  - Air-filled Schwalbe puncture resistant tires
  - Shimano hub dynamo for permanent power supply
  - Axa LED front and back lights



4.4 The tariff rate is set out in the table below and they also offer other pricing options that include:

- BusinessBike - Corporate membership
- CampusBike - University Membership
- HotelBike - Hotel Membership

<b>Membership Type</b>	<b>Annual Cost</b>	<b>Free Period</b>	<b>Cost per 30 minutes thereafter</b>
Tier 1 concession membership (students, OAP's)	£20	1 <sup>st</sup> 30 minutes of each trip (unlimited trips per day)	£0.25
Tier 2 concession membership (NEETS etc.)	FREE	1 <sup>st</sup> 30 minutes of each trip (unlimited trips per day)	£0.25
Standard Membership	£30 annually (or £2.50/month)	1 <sup>st</sup> 30 minutes of each trip (unlimited trips per day)	£0.25
Pay as you go	FREE	1 <sup>st</sup> 10 minutes of 1 <sup>st</sup> trip each day	£0.50

4.5 Through private investment, Nextbike are offering to implement a new dockless bike share system into the city, removing all capital outlay from the council. With support from the council Nextbike aims to introduce the scheme by summer 2018. The aim is to pilot the scheme with 150 Eco Bikes, with the opportunity to expand. Nextbike would seek a local third party organisation to manage the maintenance and redistribution of the bikes and Nextbike will collaborate with the city council to integrate the bike share system into the existing travel model.

4.6 Next Bike, with support of the city council, will run their own launch campaign to promote the bikes, how they work and price structures. This will be aimed at all appropriate age ranges and demographics across the city along with local businesses and could include the Naval Dockyard, the University and local hospitals.

4.7 As well as management of the bikes Next bike also collect extensive data on the scheme. This will include number of rentals, trip dates, A to B direction maps, subscriber numbers and heat maps. All this data will be shared regularly but only with the city council, providing invaluable information for the city council that can assist with the understanding of cycling patterns and decision making on infrastructure improvements across the city.

4.8 Sponsorship will be a key component in the viability of the scheme. Nextbike have partnered with a sponsorship agency, to work solely on seeking a sponsor for new

Nextbike systems in the UK. Nextbike welcome all recommendations and introductions from the council.

## **5. Concession Contract**

5.1 With the agreement of a single source waiver, which procurement and legal have confirmed will be approved subject to completion of the contract, a concession contract will be drawn up setting out the terms in which this pilot will run, clarifying details such as the levels of support provided by PCC and the exclusive use of land owned by PCC.

5.2 This document will also set out requirements on the service provider including:

- Responsible use of the bikes by customers;
- Maintenance and redistribution requirements on provider;
- Local employment opportunities;
- Bike specification and safety;
- Confidentiality & Dispute resolution;
- Exit strategy for provider.

## **6. Code of Conduct**

6.1 A code of conduct would set out strict requirements for any bike share schemes wishing to enter into the city and set out the requirements of the city council.

6.2 The aim of this Code would be to ensure well-designed, dockless bike share schemes, that complement Portsmouth's public transport network and support the city councils objectives.

6.3 This Code would apply to all Bike Share operators and sets out the operational and safety standards that Operators are expected to adhere to.

## **7. Conclusion**

7.1 In conclusions it is considered that Nextbike will be able to meet the needs of the city council to provide a high quality pilot bike share scheme for residents and visitors in Portsmouth. With community engagement and competitive pricing structures it will support the desire to increase the modal shift to more sustainable forms of transport and reduce the reliance on use of private motorised vehicles.

## **8. Equality Impact Assessment**

8.1 An equality impact assessment is not required as the recommendations do not have a proportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010 for the following reasons:

Reason 1: This facility is available to anyone who wishes, and is able, to cycle a full size adult bike through signing up to a mobile app and paying a subscription or one off

fee. The only restriction is the availability of bicycles across the city.

Reason 2: This facility will not restrict access in any way to users of the highway network but will add value to the network by providing an additional cycle facility across the city.

**9. Legal Implications**

- 9.1 The implementation of the scheme including the pilot concession contract will be subject to the approval of the City Solicitor.
- 9.2 As stated above a waiver will be required noting any potential restriction imposed by the PFI contract and the workaround in terms of site locations.

**10. Director of Finance's comments**

- 10.1 The cost of implementing the recommendations proposed within this report will be negligible and any staff time involved in putting the Memorandum of Understanding in place and promoting the scheme will be funded from existing budgets.

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Signed by:  
Tristan Samuels  
Director of Regeneration

**Background list of documents:**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
None	

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by:  
Councillor Simon Boshier

Cabinet Member for Traffic and Transportation

*(End of report)*