	<p>CHIEF OFFICER IN CONSULATION WITH COMMITTEE CHAIRMAN DELEGATED POWERS REPORT</p>
<p>Title</p>	<p>Dockless Pool Bikes in Barnet</p>
<p>Report of</p>	<p>Strategic Director for Environment</p>
<p>Wards</p>	<p>All</p>
<p>Status</p>	<p>Public</p>
<p>Enclosures</p>	<p>None</p>
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Summary

On the 5th June 2018 Environment Committee agreed to the commencement in June 2018 of a pilot of dockless pool bike provision in the Borough. This report outlines the Council's intention to change the supplier of the dockless pool bikes from the company Urbo to the company Ofo.

Decisions

- 1. To change the service provider of the Borough's Dockless Pool Bikes pilot scheme from the bike sharing company Urbo to the bike sharing company Ofo.**

1. WHY THIS REPORT IS NEEDED

1.1 On the 5th June 2018 Environment Committee unanimously resolved that:

- *Environment Committee agreed to the commencement in June 2018 of the pilot of dockless pool bike provision as outlined in report.*
- *That Environment Committee agreed to the proposed next steps outlined in this report and that the company Urbo, are chosen to provide the dockless cycles for this pilot.*

<https://barnet.moderngov.co.uk/documents/s46554/Dockless%20Pool%20Bikes%20in%20Barnet.pdf>

1.2 Following the Environment Committee meeting on 05 June 2015, the Council's chosen provider, Urbo, notified the Authority that they are ceasing all of their operations in London and are therefore unable to provide the dockless pool bike provision for the pilot period. This means the Council has an immediate requirement to secure an alternative provider of dockless pool bikes in order to enable the pilot scheme to progress as per the Environment Committee decision.

1.3. Ofo are a well-established bike sharing provider who are able to provide dockless bike sharing provision for Barnet, now that Urbo have exited from the market.

2. REASONS FOR RECOMMENDATIONS

2.1 The Council needs to rapidly secure the services of an alternative provider to enable the pilot scheme to progress for residents and visitors to the Borough to benefit from the dockless pool bike provision as described in the 5th June Environment Committee report.

2.2 Ofo, are able to provide a near identical service model to the original provider Urbo and like Urbo are also able to offer the service at no cost to the Council. Therefore, this arrangement will offer good value for money for the Council as there will be no cost incurred by the Authority.

2.3 All Members of the Environment Committee have been consulted in regards to the chosen supplier no longer being able to deliver the Dockless pool bike provision for the Borough. All Members of the Environment Committee have been informed of the intention to secure an alternative provider and the Council's continued ambition to implement the scheme as reported to the Environment Committee on 05 June 2018.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not immediately seek an alternative provider.

This option is not recommended. The Environment Committee has agreed to deliver the dockless pool bike scheme and therefore in order to support the Committee's decision a swift decision is required. Therefore, to do nothing and not seek an alternative provider is not an option.

4. POST DECISION IMPLEMENTATION

4.1 Up to 200 Ofo Dockless Bikes will be introduced to Barnet's network in July 2018. If there is clear evidence of growing demand, additional bikes will be introduced under Chief Officer Delegated Powers as per Environment Committee's decision on 5th June 2018.

4.2 It should be noted that Committee will have the opportunity to review the pilot when the initial 12 month period is completed.

4.3 At the next meeting of the Environment Committee Members will be requested to note this decision prior to approving the minutes of the 05 June 2018 meeting.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

Developing the Pool Bike trial in Barnet will help promote the Council's Core Values of:

- Fairness: By seeking to balance the needs of different groups of residents and providing a mode of transport that provide access to essential services, education and employment.
- Responsibility: By recognising that the existing traditional travel modes within the Borough are leading to long term issues with air quality and congestion which means that action must be taken to provide and promote alternative travel modes.
- Opportunity: By making this travel mode accessible and practical to all resident groups.

5.1.1 Developing Pool Bikes in Barnet will benefit the Health and Wellbeing Strategy in Barnet as cycling is viewed as a key form of affordable exercise that improves health. Cycling can also provide affordable access to healthcare as well.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 The Pool Bikes will not have any operational costs for the Borough as the cost of provision and management of the bikes is borne by the provider.

5.3 Social Value

- 5.3.1 Introducing Pool Bikes into Barnet will provide a greater level of access to transport across the Borough and in doing so will increase social inclusion as those on lower incomes will have greater access to less expensive travel modes. This will enable them to have greater access to services and the opportunities provided by education and employment.

5.4 Legal and Constitutional References

- 5.4.1 The Traffic Management Act 2004, places a legal duty on the Local Authority to manage the network in the most effective way possible.

It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their obligations, policies and objectives, the following objectives-

- a. securing the expeditious movement of traffic on the authority's road network; and
- b. facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing—

- a. the more efficient use of their road network; or
- b. the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

The Transport Strategy will assist the Borough with the successful execution of its Network Management duties as outlined above.

- 5.4.2 The service model provided by the new provider, Ofo, is at no cost to the Council so it is not necessary to procure this service under The Public Contracts Regulations 2015 and this DPR is in accordance with Article 10 (Table B) of the Council's Constitution..

5.5 Risk Management

- 5.5.1 A full risk analysis has been performed for the Pool Bikes pilot. Identified risks will be managed in accordance with the Corporate Risk Management Framework. There has been Health and Safety guidance developed to ensure staff safety.
- 5.5.2 Based on the Council's recent experience as noted earlier in this Report, the Authority is aware of the risk that Dockless Bike Sharing providers may not be able to deliver the pilot in Barnet, due to company and market changes. This risk will be actively monitored and appropriate mitigating actions will be taken.

5.6 Equalities and Diversity

- 5.6.1 The Public Sector Equalities Duty under section 149(1) of the Equality Act 2010, requires the Authority, in the exercise of its functions to, have due regard to the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; and to advance equality of opportunity between persons, who share relevant protected characteristics and persons who do not share them.
- 5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share relevant protected characteristics that are connected to those characteristics (b) take steps to meet the needs of persons who share relevant protected characteristics that are different from the needs of people who do not share (c) encourage persons who share relevant protected characteristics to participate in public life in any other activity in which participation by such person's is disproportionately low.
- 5.6.3 The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion and beliefs, sex and sexual orientation.
- 5.6.4 The development of Pool Bikes in Barnet will be taken forward with the eight protected characteristics outlined above very much in mind. The provider will promote accessibility and inclusion and will aim to meet the needs of the diverse communities of Barnet.
- 5.6.5 Potential hazards for vulnerable people, for example those with visual impairments and elderly people, who could possibly trip on bikes, have been taken into consideration; Barnet will liaise with the provider to ensure that mitigation to this is as follows:
- Location hubs in areas which do not impact the footpath identified by Barnet Cycling Team.
 - Location hubs that are close to cycle stands identified by Barnet Cycling Team.
 - Obstructions where bikes have been left to be identified on the GPS map and collected promptly by Ofo Wardens
 - Review of the hub locations during the pilot.

6. BACKGROUND PAPERS

- 6.1 5th June Environment Committee Paper on Dockless Pool Bikes:

<https://barnet.moderngov.co.uk/documents/s46554/Dockless%20Pool%20Bikes%20in%20Barnet.pdf>

Chairman:
Has been consulted


Signed

A handwritten signature in black ink that reads "Dean Aher". The signature is written in a cursive style with a large initial 'D' and a long, sweeping underline.

Date 16th July 2018

Chief Officer:
Decision maker having taken into account the views of the Chairman

Signed

A handwritten signature in black ink consisting of the letters "S. J. L. L." written in a cursive, slightly stylized font.

Date 16th July 2018

REPORT CLEARANCE CHECKLIST

(Removed prior to publication and retained by Governance Service)

Note: All delegated powers reports must be cleared by the appropriate Senior Officer, Legal, Finance and Governance as a minimum. Report authors should also engage with subject matter experts from other service areas where this is required (e.g. procurement, equalities, risk, etc.). The name and date that the officer has cleared the report must be included in the table below or the report will not be accepted.

Legal, Finance and Governance require a minimum of 5 working days to provide report clearance. Clearance cannot be guaranteed for reports submitted outside of this time.

AUTHOR TO COMPLETE TABLE BELOW:

Who	Clearance Date	Name
Senior Officer		Jamie Blake
HB Public Law	4 July 2018	Greta O' Shea
Finance	6 th July 2018	Tina Mascio
Governance	28 th June 2018	Paul Frost

Notes:

This report is for decisions with a value between £165k and less than £500k but excluding all key decisions – if in doubt please consult the Governance Team.

The report must not be implemented until cleared by both the relevant Committee Chairman and Chief Officer. Both names should be listed on the cover page in the 'Report of' section