

13 SEPTEMBER 2017

**BOROUGH, ECONOMY AND INFRASTRUCTURE EXECUTIVE
ADVISORY BOARD**

13 September 2017

* Councillor Jenny Wicks (Chairman)
* Councillor Angela Goodwin (Vice-Chairman)

* Councillor Nils Christiansen	* Councillor Julia McShane
* Councillor Andrew Gomm	* Councillor Bob McShee
Councillor Liz Hogger	* Councillor Mike Parsons
* Councillor Gordon Jackson	* Councillor Mike Piper
* Councillor Nigel Kearse	* Councillor Matthew Sarti

*Present

Councillors Matt Furniss, Deputy Leader of the Council and Lead Councillor for Infrastructure and Governance, Susan Parker, and Caroline Reeves, were also in attendance.

In accordance with Procedure Rule 23(j), Councillor Pauline Searle attended as a substitute for Councillor Liz Hogger.

BEI8 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

An apology for absence was submitted on behalf of Councillor Liz Hogger. The Committee was advised of a substitute as detailed above.

**BEI9 LOCAL CODE OF CONDUCT AND DECLARATION OF DISCLOSABLE
PECUNIARY INTERESTS**

There were no declarations of Disclosable Pecuniary Interests.

BEI10 MINUTES

The minutes of the Board meeting held on 10 July 2017 were approved.

BEI11 BIKE SHARE SCHEME

The Major Projects Transport Planner gave a presentation summarising his report submitted to the Board. The Board was advised of the likely potential for a bike share scheme for Guildford, particularly in areas close to the town centre. The Major Projects Transport Planner informed the Board of the benefits of a bike share scheme, scheme options, the likely costs, and the proposal to undertake a full feasibility study. The Board members were invited to comment on the scope and content of the proposed feasibility study.

Comments and questions from the Board members raised the following points and information:

- The location of docking stations, including at the Borough's park and ride sites, would be included in any feasibility study for the bike share scheme.
- The Board was advised that the scale of the bike share scheme for the town was important; a minimum provision of 150 bikes and 10-15 docking stations was anticipated. The Board was informed that the greater the number of docking stations the more sustainable the scheme. The Board was advised that to install a docking

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station at the railway station would require work with Network Rail and South West trains.

- The meeting was advised that the input of G-BUG (Guildford Bike User Group) would be sought as part of the work on the feasibility study. In response to a suggestion that cycling apps data be used to help identify the best docking station locations, the Lead Councillor for Infrastructure and Governance advised that route monitoring equipment was fitted to the bikes.
- In relation to user surveys, the Board was advised that relevant data would be obtained from Bikeplus as part of the feasibility study.
- The University of Surrey was a participation in the Santander Cycles University Competition, which involved the design of a bike hire scheme for the university. Board members discussed the value of possible co-ordination with the University's scheme and the advantages of the Council's procurement not being unduly swayed by the outcome of Competition.
- Local organisations, the third sector, or the bike share company directly would undertake the redistribution and maintenance of bikes. The Council could use Key Performance Indicators (KPIs) to monitor performance.
- Board members suggested the need in infrastructure improvements to be enacted in conjunction with the bike share scheme, particularly to ensure cyclists could avoid the gyratory system. The meeting was informed that the River Wey towpath was already part of the cycle network.
- The Lead Councillor for Infrastructure and Governance advised the meeting that his preferred option was for the Council to provide the capital costs of the scheme and for sponsorship to meet the revenue costs. The Board indicated that a capital-free scheme should be considered as an option.
- The Board was advised that the typical length of contract for a bike share company was five years.
- Board members questioned whether the bike share scheme might turn pedestrians rather than motorists, into cyclists. The need for users to join the scheme and pay a membership fee might act as a disincentive. Users would be charged on how long the bike was hired.
- Bike share users would be advised on road safety, and recommended to wear a cycle helmet, but would sign a disclaimer when signing up to the scheme. The worth of investigating folding recyclable helmets was suggested [for example, the EcoHelmet].
- The meeting was advised that the weight of the bikes helped deter theft.
- The Board members suggested that the views of businesses should be included in the bikeshare scheme feasibility study, including businesses outside the town centre, and that the scheme be promoted to local businesses.
- Board members felt that the topography of Guildford meant that a number of electric bikes were likely to be necessary to encourage use of the scheme.

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- The range of the electric bikes would be ascertained in the proposed feasibility study. In addition, the study would include the impact of the Bike share scheme on car parking revenues and on park and ride bus usage.
- The Board was advised that non-electric docking stations were movable.

The Chairman summarised the discussion, noting that the Board:

- supported undertaking a feasibility study for a bikeshare scheme;
- felt it was important that if there were different bikeshare schemes in Guildford that they be compatible, although not necessarily the same provider;
- supported traditional docking over free-floating but felt the feasibility study could examine both;
- felt options for the capital and revenue costs be examined, including a capital-free scheme;
- advised the locations of docking stations should not be confined to the town centre, infrastructure improvements were important to the scheme,
- Suggested the BID and other retailers be consulted over the proposed scheme;
- opportunities to link the bike share scheme to other corporate ambitions; and
- any legal or liability implications from introducing a public bike share.

BE12 ELECTRIC CARS

The Parking Services Manager gave a presentation on electric vehicles. This presentation included a summary of the journey range of electric cars and an outline of different types of battery charging. The meeting was advised about 'range anxiety' as a barrier to the adoption of all-electric vehicles. The Parking Services Manager advised the meeting that Surrey County Council aimed to have a strategy in place by March 2018. In addition, the Board was informed of current concessions for electric cars in Guildford and details of the charging points in the Borough.

Comments and questions from the Board members raised the following points and information:

- The cost of replacing the batteries in electric cars could be considerable. The meeting was advised that swapping batteries during journeys was being proposed as an alternative to charging them.
- The Council offered a green permit scheme for off-street car parks and a discounted on-street permit for vehicles under 1200cc or running on electricity or solely on an alternative fuel source.
- The meeting was advised that the cost of converting a lamppost to enable charging of an electric vehicle was approximately £1000.
- The suggestion was put forward that wireless electric vehicle charging (through induction) would soon replace wired technology charging. The potential risk of over-

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providing charging points that might become quickly outdated was discussed. Members considered the need to balance encouraging electric vehicle use with a desire to not spending public money imprudently.

- The Lead Councillor for Infrastructure and Governance indicated that the Council needed to respond with current technology to encourage electric vehicle use and raise awareness. In addition, he suggested the Council would lead by example with its own fleet.
- Board members advocated siting charging points in locations that would reduce congestion, for example, at park and ride sites.
- The Parking Services Manager indicated that if the Council controlled the charging points it could control the costs, including whether or not to make them free.
- The Board was advised that improvements in battery technology were expected to be considerable.
- The advantage of locating electric vehicle proposals within the broader perspective of a Smart town initiative was suggested.
- The Board was advised that electric cars and electric bikes could not use the same charger.
- Board members suggested the development of an app for an electric charging reservation system.

The Chairman indicated her thanks to the officers and Board members for the information, suggestions and advice offered.

BEI13 EAB WORK PROGRAMME

The Board was advised that the Leader of the Council and Lead Councillor for Planning and Regeneration and the Deputy Leader of the Council and Lead Councillor for Infrastructure and Governance were both unable to attend the next meeting of the Board.

The Chairman asked the Board members to submit topics for consideration for the work programmes of the EABs.

The meeting finished at 8.54 pm

Signed

Date

Chairman