

## **Appendix 2. Neighbouring Authorities and TfSE - Positions on Bikeshare**

Adur & Worthing Boroughs' existing Bike Share scheme is seasonal with a fleet of 30 'Donkey Bikes' operated on a franchise managed by a local provider. The scheme is part of Worthing Borough Council's tourism offer, but may move to a Sustainability and Economy & Place brief for Adur & Worthing Councils. Work around active, sustainable transport is increasingly seen as crucial to deliver Adur & Worthing's Carbon Neutral objectives, alongside objectives for communities to thrive and the economy to prosper. Adur and Worthing has developed an ambitious Local Walking and Cycling infrastructure plan (LCWIP) and would like to see an expansion of their Bikeshare scheme coverage and an increase in hubs around key transport and business trip generating locations. Officers are considering the best way to achieve this.

Lewes District Council use a variety of models for the services they provide from in house services (e.g. for waste management) to concession contracts and arm's length company structures. Officers would like to explore a range of options including company structures such as a Community Interest Companies (CICs), Co-operatives funded by subscription, and wholly owned Limited companies. Officers envisage a phased approach to a Bikeshare scheme in their area, prioritising access to jobs and the wider visitor economy. East Sussex County Council is also considering a county wide Bikeshare procurement.

Mid Sussex District Council is considering a Bikeshare scheme and will be commissioning feasibility work in the current financial year. No decisions will be made as to whether to not to proceed with a scheme until 2021. Should a scheme go ahead it is likely that any first phase would be implemented in Burgess Hill as part of the Place and Connectivity Programme.

### Transport for the Southeast (TfSE) position

As TfSE is not currently a statutory body, they are unable to lead on a wider regional Bikeshare scheme. However TfSE is currently developing a Future Mobility Strategy and Action Plan which recognises the role of shared mobility in reducing car use and increasing sustainable travel. The Strategy and Action Plan is due to be complete by the end of 2020, and will identify areas of the TfSE geography where shared mobility schemes are likely to be viable. This will then feed into wider Area Studies over the next three years, which will identify the schemes and investment required to reach the 2050 vision set out in the TfSE Transport Strategy. Further technical work focusing on Cycling and Walking may be developed over the coming years, which would be dependent on sufficient funding from DfT, and also agreement on this approach with the TfSE Shadow Partnership Board, and the agreement of local transport authorities. TfSE will be submitting a proposal to Government in the summer to become a statutory body, which once progressed through parliament, would facilitate devolved funding to Transport for the South East as a statutory Sub national Transport Body.

