

COMMITTEE REPORT

14 October 2025

Beryl Bikes Update and Expansion Proposals -
General Public Services & Community
Engagement Committee

**GENERAL PUBLIC SERVICES AND COMMUNITY ENGAGEMENT
COMMITTEE**

14 OCTOBER 2025

PART I

BERYL BIKE SHARE SCHEME UPDATE AND SCHEME EXPANSION PROPOSALS

(DoF)

1 Summary

- 1.1** This report provides members with an update on the Beryl Bike Share pilot operating in Croxley Green since October 2024 delivered in partnership with Watford Borough Council and Smidsy Ltd (trading as Beryl). The report notes encouraging usage figures from the Croxley extension. The report further details a proposed expansion to the bike hire scheme and advises that a further Community Infrastructure Levy (CIL) bid has been submitted for expansion into other parts of the district.
- 1.2** The CIL funding request is being considered through the Council's established CIL Spending Programme process and will be brought forward separately for determination.

2 Recommendation

- 2.1** That the committee:
- i) notes the update on the Croxley Green Beryl Bike Share pilot;
 - ii) approves the proposals for expansion of the bike hire scheme and delegates authority to agree final sites within the areas outlined in the report to the Head of Regulatory Services in consultation with the Lead Member for General Public Services and Ward Councillors;
 - iii) notes that a CIL bid for this further expansion of the scheme into Rickmansworth, South Oxhey and Leavesden has been submitted and will be considered separately under the CIL governance process; and
 - iv) agrees to delegate authority for approving and entering all required contractual arrangements to implement the pilot scheme to the Director of Finance in consultation with the Lead Member for General Public Services.

3 Background

- 3.1** The Beryl Bike Share scheme launched in Watford in 2020 and has since expanded into areas of Bushey and Croxley Green. Stevenage Borough Council separately instigated a Beryl Bike Share scheme which launched in 2024.

3.2 Croxley Green Scheme

In Three Rivers, 15 e-bikes and associated bays were introduced in Croxley Green during October 2024.

- 3.3 Usage levels in Croxley Green have been encouraging, with an average 1.2 rides per bike per day recorded since launch, compared to 1.9 in the main Watford area. For a smaller-scale extension area, this represents strong performance.
- 3.4 In the first 6 months of the scheme the average journey distance was 1.89 miles and the majority of journeys were travelling between the Croxley Green scheme and the main Watford scheme.
- 3.5 The scheme has seen minimal vandalism, maintenance or other issues since the launch with zero complaints recorded.
- 3.6 Officers have suggested reviewing the bay locations in Croxley Green to ensure they all have sufficient space with the required infrastructure in place. A larger location for the bay closest to Croxley train station has initially been discussed.

4 Proposals for Scheme Expansion – Next Phase

- 4.1 Following the success of the Croxley pilot, Officers have discussed with Beryl potential expansion of the bike share scheme into other areas in Three Rivers DC to encourage and facilitate further active travel journeys in, out and around the District. This would be a further expansion of the Watford BC scheme. Beryl have submitted a further CIL funding request to support this expansion into three new areas of Three Rivers district which boarder the existing scheme.
- 4.2 Rickmansworth has been put forward in the proposed expansion. Rickmansworth is the main market town which connects closely with the existing expansion in Croxley Green. Connecting Watford with Rickmansworth enables multi-modal journeys between train lines as well as trips to local businesses and amenities. Rickmansworth is also popular as a leisure cycling location being served by Rickmansworth Aquadrome and the Ebury Way which both form part of National Cycle Network 6. The Ebury Way provides an alternative connective route between Croxley Green and Rickmansworth.
- 4.3 Proposed locations for the bike bays in Rickmansworth include Rickmansworth Station, Watersmeet Theatre, Aquadrome Café, Aquadrome Bridge and the area of Harefield Road. These are subject to further consultation and assessment.
- 4.4 South Oxhey has been put forward in the proposed expansion. South Oxhey and Oxhey Hall sits adjacent to the boundary of the Watford Beryl scheme with a segregated cycle path feeding down to Carpenders Park station. This is an area of high housing density and lower car ownership which suits a Beryl Bikes scheme by enabling journeys to be taken by e-bike or pedal bikes.
- 4.5 Proposed locations for the bike bays in South Oxhey include Carpenders Park Station, near Gosforth Lane/ Hayling Road junction, near Green Lane/ Prestwick Road junction, near the Prestwick Road parade opposite Greenfields School and near the parade on Little Oxhey Lane. These are subject to further consultation and assessment.
- 4.6 Sites have been explored to connect key destinations just bordering the existing Watford scheme in Leavesden. Leavesden is currently well fed with cycle connections by Beryl and these would provide the last connecting part to journeys.
- 4.7 Proposed locations for the bike bays in Leavesden include near Warner Brother Studios, near Leavesden Country Park and Near Evergreen Park on South Way. These are subject to further consultation and assessment.

- 4.8 The expansion proposals are consistent with the Council's adopted policies to encourage sustainable and active modes of travel. They support delivery of the District's Climate Emergency and Air Quality commitments by reducing reliance on car journeys for shorter trips. They also contribute towards the objectives of the Hertfordshire Local Transport Plan by widening access to active travel opportunities and supporting healthy, safe and inclusive communities. Officers consider that an expanded scheme would help build on the positive usage already demonstrated in Croxley Green and extend the benefits of active travel across more parts of the District.
- 4.9 Active travel offers benefits for individual health, such as improved physical and mental well-being, and for the environment, including cleaner air, reduced congestion and lower carbon emissions.
- 4.10 The proposals would cost £138,000 to implement. The indicative project costs cover the purchase and supply of 36 new e-bikes, the installation of the 13 physical bays at the identified sites including line markings, and integration with the existing scheme operating in Watford and Croxley Green. The package also includes ongoing operational management by Beryl, who are responsible for fleet redistribution, charging, maintenance and repairs of the bikes, as well as customer support through their app. This approach ensures that the scheme is run on a consistent basis across all participating areas and that users have a reliable and safe service.
- 4.11 If approved, the expansion would integrate with existing provision in Watford, Bushey and Croxley Green, creating a joined-up network across district boundaries.
- 4.12 The Croxley bike share scheme expansion is operated by Beryl under an agreement with Three Rivers District Council. Watford Borough Council provide contract monitoring services for the Three Rivers District Council contract inline with the wider Watford bike share scheme. Any further expansion into Three Rivers would form part of this existing partnership arrangement. The indicative contribution to Watford Borough Council for officer time to manage the contract is £3780.00 per year.
- 4.13 A CIL bid seeking £138,000 of Strategic CIL funding to provide 36 additional e-bikes and 13 new bays across these three areas has been submitted and is currently being assessed by Officers. If this bid is not successful existing Council budgets would need to be used.

5 Options and Reasons for Recommendations

- 5.1 That the committee:
- 5.2 Notes the update on the Croxley Green Beryl Bike Share pilot.
- 5.2.1 Approves the proposals for expansion of the bike hire scheme and delegates authority to agree final sites within the areas outlined in the report to the Head of Regulatory Services in consultation with the Lead Member for General Public Services and Ward Councillors.
- 5.2.2 Notes that a CIL bid for this further expansion of the scheme into Rickmansworth, South Oxhey and Leavesden has been submitted and will be considered separately under the CIL governance process.

- 5.2.3 Delegates authority for approving and entering all required contractual arrangements to implement the pilot e-bike scheme to the Director of Finance in consultation with the Lead Member for General Public Services.

6 Policy/Budget Reference and Implications

- 6.1 The expanded scheme will require an initial capital of investment of £138,000 from a Community Infrastructure Levy funding application. It is intended to make a CIL application to the Council for this amount as part of the current CIL round. If this bid is not successful existing Council budgets would need to be used.
- 6.2 There may be nominal costs associated with the securing of the correct licences to enable the work take place which will be covered by existing Council sustainable transport budgets.

7 Financial Implications

- 7.1 The expanded scheme will require an initial capital of investment of £138,000 from a Community Infrastructure Levy funding application. It is intended to make a CIL application to the Council for this amount as part of the current CIL round. If this bid is not successful existing Council budgets would need to be used.
- 7.2 There may be nominal costs associated with the securing of the correct licences to enable the work take place which will be covered by existing Council sustainable transport budgets.
- 7.3 The ongoing revenue costs associated with the expanded scheme are expected to be limited to the cost for managing the contract with Beryl Bikes. The indicative contribution to Watford Borough Council for officer time to manage the contract is £3780.00 per year.

8 Legal Implications

- 8.1 Updated contracts between Three Rivers District Council and Beryl Bikes and Watford Borough Council will be required to be completed.
- 8.2 Additionally, TRDC will require management of the scheme by WBC and will enter into an agreement with WBC for the management of the scheme.
- 8.3 Any new contract (or contract extension) would need to ensure compliance with TRDCs Contracts Procedure Rules.
- 8.4 Final site locations will require the relevant permissions which will be sought with appropriate parties.

9 Community Safety

- 9.1 The location of the 'parking/bay' sites' will be designed to take account of safety implications.

10 Public Health

- 10.1 Cycling as a form of active travel and recreational exercise contributes towards general public health and is enabled and encouraged by these recommendations.

11 Staffing Implications

- 11.1 Existing Officer resource to be utilised to deliver the project with the support of WBC and Beryl bike staff, although it is noted there would be responsibility for an additional service/contract.

12 Equal Opportunities Implications

- 12.1 A Short Equalities Impact Assessment has been completed. Please see attached at Appendix A for more information on the implications.

13 Climate Change and Sustainability Implications

- 13.1 A sustainability impact assessment has been undertaken resulting in a score of:

Climate and Sustainability Impact Assessment Summary	
Homes, buildings, infrastructure, equipment and energy	3.00
Travel	3.80
Goods and Consumption	3.20
Ecology	3.20
Adaptation	
Engagement and Influence	4
Total Overall Average Score	3.5

- 13.2 Beryl is a B Corp listed company, and thus part of a global community of businesses that meet high standards of social and environmental impact. B Corp organisations are scored every three years. Beryl gained B Corp status in 2018 and in June 2022 they increased their score from 83 to 89. The strong impact assessment of 3.5 reflects their approach to the circularity of the raw materials used in manufacture, the approach to extending the working life of the bikes as well as the carbon avoidance by encouraging active travel.

14 Communications and Website Implications

- 14.1 As the project evolves updates will be provided for the website and in future press releases. Officers will work with WBC Communications team for scheme launch.


15 Risk and Health & Safety Implications

- 15.1 The Council has agreed its risk management strategy which can be found on the website at <http://www.threerivers.gov.uk>. In addition, the risks of the proposals in the report have also been assessed against the Council's duties under Health and Safety legislation relating to employees, visitors and persons affected by our operations. The risk management implications of this report are detailed below.
- 15.2 The subject of this report is covered by the Regulatory Services Service Plan. Any risks resulting from this report will be included in the risk register and, if necessary, managed within this/these plan(s).

Nature of Risk	Consequence	Suggested Control Measures	Response (tolerate, treat, terminate, transfer)	Risk Rating (combination of likelihood and impact)
There will be minimal take up of the scheme	Bikes remain unused	The pilot project has	Tolerate	4

and the bikes will not be used	No cost implications for TRDC	seen good usage and the new areas have been considered for their viability.		
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- 15.3 The above risks are scored using the matrix below. The Council has determined its aversion to risk and is prepared to tolerate risks where the combination of impact and likelihood scores 6 or less.

Very Likely  Likelihood Remote	Low 4	High 8	Very High 12	Very High 16
	Low 3	Medium 6	High 9	Very High 12
	Low 2	Low 4	Medium 6	High 8
	Low 1	Low 2	Low 3	Low 4
	Impact Low -----> Unacceptable			

Impact Score

4 (Catastrophic)
3 (Critical)
2 (Significant)
1 (Marginal)

Likelihood Score

4 (Very Likely (≥80%))
3 (Likely (21-79%))
2 (Unlikely (6-20%))
1 (Remote (≤5%))

- 15.4 In the officers' opinion none of the new risks above, were they to come about, would seriously prejudice the achievement of the Strategic Plan and are therefore operational risks. The effectiveness of the management of operational risks is reviewed by the Audit Committee annually.
- 15.5 The remainder are therefore operational risks. Progress against the treatment plans for strategic risks is reported to the Policy and Resources Committee quarterly. The effectiveness of all treatment plans are reviewed by the Audit Committee annually.

Report prepared by: Tom Rankin, Sustainable Transport Officer

Data Quality

Data checked by: Tom Rankin, Sustainable Transport Officer

Data rating:

1	Poor	
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2	Sufficient	X
3	High	

Background Papers

Appendices

Appendix 1 – Equality Impact Assessment

Appendix 2 – Watford Borough Council's KPIs with Beryl Bikes