

**Decision Maker:** ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO  
HOLDER

For Pre-Decision Scrutiny by the Environment and Community Services  
PDS Committee on:

**Date:** Tuesday 9th April 2019

**Decision Type:** Non-Urgent Executive Key

**Title:** DOCKLESS E-BIKES

**Contact Officer:** Dan Beckett, Transport Planner  
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**Chief Officer:** Nigel Davies, Executive Director of Environment & Community Services

**Ward:** All Wards

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1. Reason for report

To inform members of the intention of Lime Technology Limited in co-operation with the Council to initiate a trial of their dockless electric-assisted bicycle hire scheme in the Borough and to seek the required authority to sign a Memorandum of Understanding about the trial.

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2. RECOMMENDATION(S)

2.1 That the PDS Committee comment on the proposed trial of E-Bikes by Lime Technology Limited in Bromley.

2.2 The Portfolio Holder agrees to initiate the trial E-Bike hire scheme and authorises that the Memorandum of Understanding with Lime Technology Limited be signed.

## Impact on Vulnerable Adults and Children

1. Summary of Impact: The scheme could potentially increase levels of independent travel.
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## Corporate Policy

1. Policy Status : Supports the following Outcomes of Bromley's Third Local Implementation Plan (LIP3).

### **Outcome 1**

London's streets will be healthy and more Londoners will travel actively.

### **Outcome 3**

London's streets will be used more efficiently and have less traffic on them.

The LIP states: "The Borough will investigate opportunities to introduce a commercially viable electric bike hire/lease scheme in the areas of highest potential demand for cycling, focused on Town Centres and other areas with a predominance of flats and stations. Any scheme launched in the Borough will have to comply with TfL's code of practice on dockless cycles."

2. BBB Priority: Quality Environment, Healthy Bromley.
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## Financial

1. Cost of proposal: No cost to the Council as the scheme is privately funded by Lime.
  2. Ongoing costs: No on-going costs expected, other than a small amount of staff time, as the scheme is managed independently of the Council.
  3. Budget head/performance centre: N/A
  4. Total current budget for this head: N/A
  5. Source of funding: N/A
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## Personnel

1. Number of staff (current and additional): 1
  2. If from existing staff resources, number of staff hours: 2/3 hours per week for the initial set up in co-operation with Lime
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## Legal

1. Legal Requirement: No legal requirement, also no current legal basis to prevent scheme from going ahead, however Legal has reviewed the Memorandum of Understanding which this report recommends is signed.
  2. Call-in: Applicable
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## Procurement

1. Summary of Procurement Implications: If this service is deemed a success at the end of the trial period and officers recommend procuring this service for a further period of time, a gateway report will be required outlining the recommended procurement route, even if there would be no cost to the Council.

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#### Customer Impact

1. Estimated number of users/beneficiaries (current and projected): This is difficult to define at this stage but as an example, Brent and Ealing have amassed approximately 10,000 unique users since launching in December 2018.
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#### Ward Councillor Views

1. Have Ward Councillors been asked for comments? The proposal was included in Bromley's draft LIP3 which all ward members were invited to comment on, however no comments regarding E-Bike hire were received.
2. Summary of Ward Councillors comments:

### **3. COMMENTARY**

- 3.1 Lime Technology Limited operates dockless electric bicycle hire schemes in a number of towns and cities worldwide. In the UK they currently offer their services in Milton Keynes and the London Boroughs of Brent and Ealing with more expected to follow. Following an approach to the Council, Lime is hoping to begin operating within the Borough on an initial trial basis. The scheme would run independently of the Council and would therefore require no financial assistance with one-off capital outlay or ongoing costs.
- 3.2 The scheme works by users 'unlocking' a bike through the Lime smartphone app, upon the cessation of their journey they use the same app to 'lock' the bike and are charged accordingly through each bike's GPS tracking. If a bike is not immediately available to a user, the app will also provide information as to where the nearest available bike is located. Bikes can be used and left beyond the Borough boundary.
- 3.3 The current proposed number of bikes provided for the trial would be between 200 and 500, with the exact number being set according to market demand. Bikes would initially be distributed to key hub locations agreed with the Council, such as railway stations and town centres and are all equipped with a kickstand. However due to their dockless nature they can be parked at the user's discretion at the end of their journey, although certain sensitive areas where the Council does not wish bikes to be parked can be excluded via geo-fencing.
- 3.4 The bikes typically require their batteries to be swapped every few days so the monitoring, collection and redistribution to hub sites by Lime operatives is expected to be regular. Lime has confirmed that their bikes are attended to on average of 1 to 3 times per week. Each bike is also furnished with a 24 hour telephone helpline number and email address so issues can be immediately reported. Given the dockless nature of the scheme where bikes can be left conveniently near to destinations outside of hubs, Lime have agreed for bikes causing an obstruction to be removed within two hours of reporting (between 0700 and 2100 hours). Lime encourages the user to park bikes responsibly and to use bike parking facilities where available. This is done through instructions written on each bike and when using the app.
- 3.5 If the scheme goes ahead it is important that residents are made aware of Lime's commitment to removing bikes causing an obstruction, and to not report such instances via Fix My Street. This would be done through cooperative promotion with Lime.
- 3.6 The initial trial period would be for 12 months with a cancellation notice period of 30 days for both parties.
- 3.7 Provision of the bikes at transport hubs would involve a discussion between Lime and the land owner/operator (for example Network Rail, Southeastern, TfL), which could include reserving 10 or so cycle parking spaces at a station as a hub.
- 3.8 Town Centre BIDS have been made aware of the proposal and are in favour, they would also provide a liaison with businesses that may be affected. There is also the potential to work with major employers such as the NHS to encourage use of the bikes for commuting and staff travel, to reduce the pressure on parking, especially in locations where the Borough is investing in new cycling infrastructure.

### **4. IMPACT ON VULNERABLE ADULTS AND CHILDREN**

- 4.1 It is intended this scheme will increase options for independent travel for adults in the Borough.

## 5. POLICY IMPLICATIONS

5.1 An electric-assisted bicycle hire scheme supports Outcomes 1 and 3 of the Third Local Implementation Plan:

### Outcome 1

London's streets will be healthy and more Londoners will travel actively.

### Outcome 3

London's streets will be used more efficiently and have less traffic on them.

5.2 In doing so it will support the realisation of the following LIP3 targets:

- An increase in the percentage of residents undertaking at least two x10 minutes of active travel every day. At present only 30% of residents are achieving this, although the Borough aspires to achieve 38% by 2021 and 70% by 2041.
- By 2021/22, the Council will aim for 2% of daily trips originating in the Borough made by bicycle (from a current figure of 1.2%).

## 6. FINANCIAL IMPLICATIONS

6.1 The scheme does not require any funding from the Council, however a small amount of Officer time is likely to be required to monitor the success or otherwise of the scheme and to address any concerns or issues.

6.2 In the unlikely event of bikes being unattended long term and requiring removal by the Council, the following estimated costs would be incurred.

Table 1. Service Costs for bicycle removal and storage

Unit cost – removal and storage (includes 7 days storage)	Additional Storage fee per unit applied every 7 days until collection or disposal	Disposal cost per unit
£4.50	£1.50	£25

Table 2. Administration and Intervention costs (in addition to unit costs above)

Units reported per week	Administration fee applied per week based on units reported
1-5	£25
6-15	£50
16-30	£100
31-50	£150
51-100	£225

## 7. PERSONNEL IMPLICATIONS

7.1 This scheme is not expected to require additional staff.

**8. LEGAL IMPLICATIONS**

8.1 The Council would be expected to sign a Memorandum of Understanding with Lime that encompasses day to day operations and expectations. This MOU is currently with the Council's Commercial Legal Team to ensure it is satisfactory, the current draft is included in Appendix 1.

**9. PROCUREMENT IMPLICATIONS**

9.1 This report seeks legal authority from Members for an agreement for a free 12 month trial period with Lime Technology Limited for their dockless electric-assisted bicycle hire scheme in the Borough.

9.2 If this service is deemed a success at the end of the trial period and officers recommend procuring this service for a further period of time, a gateway report will be required outlining the recommended procurement route.

<b>Non-Applicable Sections:</b>	
Background Documents: (Access via Contact Officer)	