

Report for: Climate, Community Safety & Culture Scrutiny Panel –July 31st 2024.

Title: Update on Haringey Dockless Bike Hire Scheme

Report

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1 Describe the issue under consideration.

- 1.1. A key aim within the Council's adopted Walking and Cycling Action Plan (2022), Climate Change Action Plan (2021) and Corporate Delivery Plan 22/23 and 23/24 is the launch of a dockless bike scheme.
- 1.2. Following public engagement in early 2023, on 19 September 2023 Cabinet approved the implementation of a Haringey Dockless Bike Hire Scheme, on a trial basis for a period of up to 24 months.
- 1.3. From March 2024, the Council entered into formal agreement with two dockless bike providers – Lime and Forest (formerly Human Forest) – to deliver the scheme and the trial will be launched on a borough-wide basis shortly thereafter.

2 Recommendations

- 2.1 That the Panel notes the contents of the report for information.

3 Reasons for decision

- 3.1. N/A

4 Alternative options considered.

- 4.1. N/A

5 Background information

- 5.1. Dockless bike hire schemes operate without requiring physical docking infrastructure at locations on the highway. This distinguishes them from conventional bike hire schemes which typically involve hiring bikes from a fixed location and returning the hired bike to that or another fixed location at the end of the hire period. This means that bikes can be picked up and parked anywhere on the public highway (subject to certain exclusions for safety and other reasons).

- 5.2. Dockless bikes have been operating within London since 2017 with various private service providers operating within the market.
- 5.3. The current fleet of dockless bikes have GPS tracking systems that allow users to locate available bikes and operators to monitor their fleet. The bikes also include electric drive to assist users on their journeys and to help navigate hills. Users must create an account, by registering online, with an operator before rental. Each operator has their own pricing system which usually corresponds to the time duration of the rental, with some operators offering different pricing incentives to support their users. As the bikes do not have dedicated docking stations, and are not subject to the same parking restrictions as docked services, operators need to regularly manage their fleet out on the street. This includes collecting bikes to carry out maintenance and redistributing bikes to different locations where needed.
- 5.4. At the time of writing, there is no legislative framework for or regulation of the dockless bike market (which differs from the on-going TfL e-scooter trial, which has its own set of regulations set by the DfT – which Haringey is not currently part of), which allows providers to operate without seeking permission from local authorities. Therefore, local authorities have been entering into agreements with providers to better manage these schemes, in an effort to mitigate issues and harness the benefits of this nascent transport mode.
- 5.5. In terms of governance, Haringey is represented in the Micromobility Working Group, comprised of officers from other local authorities in London, as well as representatives from both Transport for London and London Councils. This weekly forum provides an opportunity for knowledge sharing and updates within this space, particularly focussed on the management of dockless bikes and e-scooters.
- 5.6. Further, Haringey is represented (at Councillor level) within London Council's Transport and Environment Committee, in respect of transport, environment, planning and public protection issues in London.

6 Local Policy Context

- 6.1. The implementation of a trial dockless bike scheme is identified as a key aim within the Council's adopted Walking and Cycling Action Plan (2022), Haringey Climate Change Action Plan (2021) and the Greener and Climate Resilient Haringey section of the Haringey Corporate Delivery Plan.

7 Implementation and Mobilisation

- 7.1. Prior to the scheme's launch in March, the Council worked with both operators to finalise a list of parking locations. In line with the Cabinet report, the agreed parking approach includes designated marked parking bays in key locations

across the borough, such as transport hubs and town centres. Alongside this, it includes virtual parking bays which are identified to bike users in the operators' apps. Only where there is no designated bay (marked or virtual) within 100m will bike users be able to park their bike in an undesignated location.

7.2. At the time of writing, the Council has introduced:

- Physically marked parking bays – 24
- Virtual parking bays (visible within the user apps) – 64

All parking bays are located on the footway.

7.3. As per our current agreements, Lime are permitted to operate a maximum fleet size of 1,000 bikes in the borough, while Forest are permitted to operate a fleet of up to 300 bikes.

7.4. As detailed in the Cabinet report, the trial will be implemented on a phased basis, with additional fleet and parking locations added over time, subject to need and demand.

7.5. At the time of writing, additional footway parking bays are being investigated by the Council, to provide more managed parking options in areas of the borough which do not have any:

- Planned parking bays to be implemented – up to 24.

It is planned that additional parking bays will be installed throughout August 2024.

7.6. Currently, there is no provision for carriageway parking for the scheme; this requires parking bays to be reallocated from existing vehicle parking to bike parking. Where appropriate, these parking bays will be implemented going forward via the relevant processes of design, consultation and traffic management orders.

7.7. Ridership data (approximate) in Haringey since the scheme was formally launched in March 2024:

| | Lime | Forest |
|------------|--------|--------|
| March 2024 | 81k | 2.6k |
| April 2024 | 92k + | 5.5k |
| May 2024 | 121k + | 7.9k |
| June 2024 | 140k + | 9.6k |

7.8. Both operators have shown increases in ridership within Haringey since launching; Lime already had a latent user base prior to our formal launch, as they

were already operating in the borough, whereas Forest only permitted use of their bikes in the borough following launch.

- 7.9. The Council is exploring opportunities to work with both operators on cycle training initiatives in the future.

8 Engagement, Consultation and Monitoring

- 8.1. Channels of communication will remain open for residents and the wider community to feedback their thoughts and experiences of the dockless bike scheme throughout the trial period.

- 8.2. This includes:

- Dockless Bike Webpage – a dedicated webpage on the Council website¹, which details the wider context of dockless bikes, along with Haringey-specific guidance on how to use the bikes, how to access concessionary rates and how to contact the operators.
- Dockless Bike Email Inbox – a dedicated email inbox has been created (docklessbikes@haringey.gov.uk) for the project team to receive and respond to correspondence.
- Consultation Webpage – hosted via the Commonplace platform², the consultation webpage will run concurrently with the other channels, featuring an interactive map component and questionnaire for respondents.

- 8.3. The Council is not only monitoring the trial scheme through feedback from residents and Councillors, but from periodic meetings with both operators to discuss how the scheme is performing and to share relevant data.

- 8.4. The Council will continue to work closely with the operators to develop and improve the trial scheme, having regard to community feedback, feedback of ward councillors, monitoring and any other considerations, and take any actions necessary to respond to poor performance.

9 Future

- 9.1. At the end of the scheme (currently anticipated to finish by Autumn 2025), the Council will decide on its future approach to dockless bikes in Haringey having

¹ <https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/dockless-bikes>

² <https://haringeydocklessbikes.commonplace.is/>

regard to feedback on the trial and the legal/regulatory/regional framework at the time.

- 9.2. At the time of writing, TfL, London Councils and London boroughs are exploring the design of one coordinated future scheme to manage dockless e-bikes and e-scooters in London, through a contract, to improve parking, while increasing the quality and sustainability of services in London.
- 9.3. From recent discussions, local authorities and operators are in agreement that inconsistent and conflicting terminology used within the field must be dealt with, to create consistent language and definitions, such as addressing confusion regarding how parking rules are described between different boroughs.

10 Use of Appendices

- 10.1. None

11 Local Government (Access to Information) Act 1985