

ABERDEEN CITY COUNCIL

COMMITTEE	Finance and Resources
DATE	8 May 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen eBike Hire Scheme
REPORT NUMBER	CR&E/24/132
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Donald Kinnear
TERMS OF REFERENCE	1.1.5, 2.1.1

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to update Members on the current situation with regard to the existing bike hire scheme and to seek approval to explore options around how a future scheme might operate.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Note that the existing bike hire scheme has ceased as a result of the pull-out of the operator, ShareBike, and the efforts of officers to continue the scheme under the existing contractual terms and conditions have been unsuccessful;
- 2.2 Instruct the Chief Officer – Strategic Place Planning to formally terminate the existing bike hire contract; and
- 2.3 Instruct the Chief Officer – Strategic Place Planning to explore options around how a future scheme might operate and report back findings to the Net Zero, Environment and Transport Committee in September.

3. CURRENT SITUATION

- 3.1 The City Growth & Resources Committee previously saw and approved the Business Case in September 2019, for a bike hire scheme to operate in Aberdeen. A concessions contract was procured and Big Issue eBike Ltd won that contract in January 2021. The scheme was launched in November 2022.
- 3.2 The current operator, Big Issue eBikes Ltd (BIEB) – was a partnership between Sharebike (a Norwegian bike share company) and The Big Issue in the UK. They operated in Aberdeen for just over a year (November 2022 to February 2024) and provided a good level of service that had been very popular. In late February they intimated that they would be withdrawing all their operations from

the UK, and by default Aberdeen, and by the end of February the ebikes had been taken off the streets.

3.3 Considerable efforts were made by officers to continue this scheme by novating the contract (under the existing contractual terms and conditions) to another operator and various meetings/discussions were undertaken with a number of alternative operators, as usage figures from the scheme suggested that there was a strong appetite for an ebike scheme in Aberdeen.

3.4 BIEB had already been in discussions with alternative operators that could potentially provide a similar scheme and opened up their discussions to include ACC, with a view to novating the contract, if possible, and with as little disruption as could be achieved. It soon became clear that novation was not going to be possible and that the existing contract would cease, and a new contract would need to be procured.

4. FINANCIAL IMPLICATIONS

4.1 There are no financial implications arising directly from this report. There may be financial implications associated with a new bike hire scheme, but these will be reported to a subsequent meeting of this Committee.

5. LEGAL IMPLICATIONS

5.1 The report seeks approval for the formal termination of the existing contract, as a result of the supplier no longer being able to provide the required service.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There are no environmental implications arising from this report.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	The provision of a bike hire scheme will assist the city's transport network to respond to future	Explore options for alternative provision in Aberdeen.	L	Yes

	changes in environmental, economic, health and social contexts.			
Compliance	The lack of an operational bike hire scheme could compromise the Council's abilities to meet national targets for carbon reduction, air quality and the reduction of journeys made by private cars.	Explore options for alternative provision in Aberdeen.	L	Yes
Operational	Without an operational bike hire scheme, there is a risk that the overreliance on private car use will continue and the associated issues that this brings, such as congestion, air quality issues, parking issues and potential impacts on the health of the population.	Explore options for alternative provision in Aberdeen.	L	Yes
Financial	There may be implications associated with the options that come forward for continuation of the scheme, but these are unknown at present.	Report any financial risks associated with the options explored to a future meeting of this Committee.	L	Yes
Reputational	Regardless of the circumstances, it is likely that there will have been a degree of reputational damage to the Council as a result of the collapse of the previous bike hire scheme. Seeking a new supplier will potentially give residents and	Explore options for alternative provision in Aberdeen.	L	Yes

	investors reassurance that Aberdeen cares about meeting national targets for the reduction in the number of journeys made by private car and encouraging the use of active modes of travel which may encourage them to want to live in and invest in the city.			
Environment / Climate	The lack of an operational bike hire scheme could compromise the Council's abilities to achieve Net Zero, air quality and noise quality targets.	Explore options for alternative provision in Aberdeen.	L	Yes

8. OUTCOMES

<u>Council Delivery Plan 2024</u>	
	Impact of Report
<p>Aberdeen City Council Policy Statement</p> <p><u>Working in Partnership for Aberdeen</u></p>	<p>The proposals within this report support the delivery of the following aspects of the policy statement:-</p> <ul style="list-style-type: none"> • <i>Reviewing our cycle and active transport network, and work with Aberdeen Cycle Forum to deliver our shared vision of making Aberdeen a cyclist friendly city and provide covered secure cycle storage in suitable locations across Aberdeen.</i> • <i>Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure.</i>
<u>Local Outcome Improvement Plan</u>	

<p>Prosperous Economy Stretch Outcomes</p>	<p>The proposals help contribute to the following stretch outcomes:-</p> <p><i>Stretch Outcome 1: No one will suffer due to poverty by 2026</i></p> <ul style="list-style-type: none"> • By creating conditions where more cost effective forms of travel such as walking, wheeling and cycling are more accessible, this helps ensure that people are less reliant on expensive forms of transport to get around.
<p>Prosperous People (Children & Young People) Stretch Outcomes</p>	<p>The proposals help to contribute to the following stretch outcomes:-</p> <p><i>Stretch Outcome 6: As corporate parents we will ensure 95% of care experienced children and young people will have the same levels of attainment in education, health and emotional wellbeing, and positive destinations as their peers by 2026</i></p> <ul style="list-style-type: none"> • By supporting the creation of conditions where more cost effective forms of travel such as walking, wheeling and cycling are more accessible, this helps ensure that young people are more able to access education and have more opportunities to keep body and mind healthy while doing so.
<p>Prosperous People (Adults) Stretch Outcomes</p>	<p>The proposals help to contribute to the following stretch outcomes:-</p> <p><i>Stretch Outcome 11: Healthy life expectancy (time lived in good health) is five years longer by 2026</i></p> <ul style="list-style-type: none"> • By supporting the creation of conditions where more cost effective forms of travel such as walking, wheeling and cycling are more accessible, this helps ensure that young people are more able to access education and have more opportunities to keep body and mind healthy while doing so.
<p>Prosperous Place Stretch Outcomes</p>	<p>The proposals will help to contribute to the following stretch outcomes:-</p> <p><i>Stretch Outcome 13: Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate</i></p>

	<ul style="list-style-type: none"> The proposals support a reduction in the need to travel unsustainably, as well as encouraging active and zero emission travel. <p><i>Stretch Outcome 14: Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026</i></p> <ul style="list-style-type: none"> The proposals support and enable mode shift, walking, wheeling and cycling proposals and the importance of planning in accordance with the National Sustainable Transport Hierarchy. <p><i>Stretch Outcome 15: Addressing the nature crisis by protecting/ managing 26% of Aberdeen’s area for nature by 2026</i></p> <ul style="list-style-type: none"> The proposals will encourage and enable biodiversity to be considered as part of new transport developments and maintenance.
<p>Regional and City Strategies</p>	<p>At regional level, the proposals within this report support the NESTRANS Regional Transport Strategy by transposing its content to local level, the Health and Transport Action Plan by encouraging sustainable and active travel and access to healthcare, and the Regional Economic Strategy by supporting the efficient movement of goods and people.</p> <p>At local level, the proposals within this report support the Aberdeen Local Development Plan, The Net Zero Aberdeen Route Map, the Net Zero Aberdeen Mobility Strategy, the City Centre and Beach Masterplan, the Aberdeen Core Paths Plan, the Aberdeen City Council Climate Change Plan, and Aberdeen Adapts by reducing dependence on the private car through promotion and enabling of a range of different transport options, planned in accordance with the sustainable transport hierarchy.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	An Integrated Impact Assessment has been completed.

Data Protection Impact Assessment	Not required.
Other	Not required at this time.

10. BACKGROUND PAPERS

10.1 Referenced within the report:

<https://committees.aberdeencity.gov.uk/documents/g6705/Public%20reports%20pack%2026th-Sep-2019%2014.00%20City%20Growth%20and%20Resources%20Committee.pdf?T=10>

11. APPENDICES

11.1 None

12. REPORT AUTHOR CONTACT DETAILS

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