

LONDON BOROUGH OF CAMDEN	WARDS: All
REPORT TITLE: Dockless Bike Hire Scheme – Progress Update 2025/26	
REPORT OF: Director of Environment and Sustainability	
FOR SUBMISSION TO: Culture and Environment Scrutiny Committee	DATE: 12 th January 2026
SUMMARY OF REPORT	
<p>Dockless bike hire (DBH) operations, with a specific focus on parking/bay management, have been the focus of a number of previous Scrutiny reports, including in May 2023, January 2024 and most recently in February 2025. At the last of these meetings the Committee was provided with information on DBH operations to date and a variety of actions to be taken forward in 2025/26. This report provides the information requested previously and also key further updates on the dockless e-bike hire scheme in Camden accordingly.</p>	
<p>Local Government Act 1972 – Access to Information No documents that require listing have been used in the preparation of this report.</p>	
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<p>2. RECOMMENDATIONS</p> <p>That the committee notes and comments on the contents of this report, including the actions that have been taken since the last Culture and Environment Scrutiny Committee meeting in February 2025.</p>	

Signed:



Oliver Jones, Director of Recreation and Public Safety

Date: 29 December 2025

1. Background & Purpose of this report

- 1.1. The Dockless Bike Hire (DBH) scheme continues to play a key role in supporting sustainable travel and related policies and objectives within Camden and across London including:
 - Mayor's [Transport Strategy \(MTS\)](#).
 - The [Camden Transport Strategy](#) whose vision to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably.
 - [Camden Clean Air Action Plan 2023-2026](#)
 - [Camden Climate Action Plan 2020-2025](#) and emerging [Climate Action Plan 2025-2030](#)
- 1.2. Within the Camden Transport Strategy (CTS), adopted by full Council in 2019, a commitment was made ("Measure 21") to "Support, promote and expand cycle hire systems [including] further developing dockless bike hire programmes – as a tool for creating viable alternatives to car ownership and use". In the current Cabinet-approved [3-year Transport Strategy Delivery Plan \(2025-2028\)](#), it was noted that "*shared mobility, and micro-mobility, is an increasingly important part of the transport mix in the Borough*", with actions including to (i) continue to expand the network of DBH parking bays in the Borough and (ii) to work with operators to improve parking bay compliance.
- 1.3. Camden currently has contracts with 2 operators to operate DBH in the borough ("Forest" and "Lime") which began in May 2023. The contracts are for an initial contract period of 2 years with the option of two extensions of a further 1 year each (2+1+1). In May/June 2025 the first of those 1-year extensions were approved with both operators. A decision on whether to extend to the final potential year of the contract must be taken 3 months prior to the next potential extension period in May/June 2026, i.e. in circa February/March of this year (the two operators have slightly different contract commencement/renewal dates).
- 1.4. The DBH scheme has been brought to the Culture and Environment Scrutiny Committee meetings three times previously (in May 2023, January 2024 and February 2025). Topics discussed at these meetings can be found in those links (below), with a particular focus on issues of environmental sustainability, parking bay management and balancing potential impacts with the attractiveness of this mode for many residents and visitors to the Borough.
- 1.5. Further details of these three meetings can be accessed using the links below:
 - [Link 1](#) – for the May 2023 meeting; and
 - [Link 2](#) – for the January 2024 meeting
 - [Link 3](#) – for the February 2025 meeting.
- 1.6. At the February 2025 Culture and Environment Scrutiny committee meeting, as well as notifying the Committee of the above contract extension, the below actions were agreed to be taken forward:
 - Contract management: continuing to work with operators on "high priority" bay locations, with more frequent visits/tidies by the operators required, and Camden enforcement officers to target these locations to remove bikes obstructing the footway/carriageway. The operators also committed to technological innovations, as well as increasing the number/presence of on-street "rangers", to help manage bike overspill issues and improve parking bay compliance.
 - Increasing capacity: recognising the need for additional bay capacity to accommodate the increasing popularity of e-bike (and e-scooter) hire in the Borough, a commitment was made to continue to expand the network of parking bays across Camden, and in

particular in areas experiencing particularly high demand, such as south of the Euston Road.

- Lobbying for regulation and a pan-London scheme: regulatory powers, and a pan-London scheme, would significantly improve consistency of operations (and operators) across Borough boundaries and assist with compliance, particularly around parking. Camden committed to continue working with London Councils and TfL for these changes but will continue to operate within our own contracts until such time as a pan-London framework is in place.
- Safety concerns: the Committee report identified the work being taken by operators to help improve safety of both users and non-users with respect of DBH systems. In addition, following a discussion around this issue, it was noted that the Council, as part of ongoing monitoring of the contract, received monthly reports from both operators on the number of fines, parking compliance and member usage. As part of these reports going forward, the Council would ask the operators for information on the number of accidents customers had using the bikes.

- 1.7. This report includes updates against those actions and also provides further information on key areas of Camden's DBH scheme.

2. Operator updates from last meeting

- 2.1. The following operator documents are appended to this report:
 - Appendix 1. Forest Camden Scrutiny Committee Deck
 - Appendix 2. Lime Camden Scrutiny Committee Report
 - Appendix 3. Lime Camden Data

3. Current usage/status of dockless bike hire in Camden/London

(i) Usage growth

- 3.1. The use of DBH services within Camden continues to grow significantly, as set out in previous Committee reports. Dockless bike hire growth has been a contributing factor to overall cycle mode share in Camden increasing from around 3.5% (2017) of all resident trips to around 5% (latest information from TfL to 2024/25). Due to commercial sensitivities, additional Lime and Forest trip and rider data is included in a separate confidential appendix for scrutiny committee members.
- 3.2. The Lime Access scheme provides discounted rides to key workers, those on low incomes, 60+ Oyster Card/Freedom Pass holders, students, and emergency service workers. So far in 2025 it has provided over 111,000 discounted trips in Camden. Forest's Friends of the Forest scheme designed for students, NHS workers, emergency service workers and users aged 60+ provides members with a 20% discount on all rides. In 2025 Forest gave away 40 million free minutes to its users.
- 3.3. Further details can be found in the operators reports contained in Appendix 1. (Forest Camden Scrutiny Committee Deck) and Appendix 2 and 3 (Lime Camden Scrutiny Committee Report and Lime Camden Data).
- 3.4. In summary, dockless bike hire continues to be a highly popular way for residents and visitors to travel to, from, within and through the Borough, contributing to Camden's overarching aspirations to increase cycling, boost public health, achieve wider environmental goals,

reduce congestion and decrease pressure on our, at times, over-crowded public transport networks.

(ii) Camden dockless bike hire contracts/pan-London latest situation

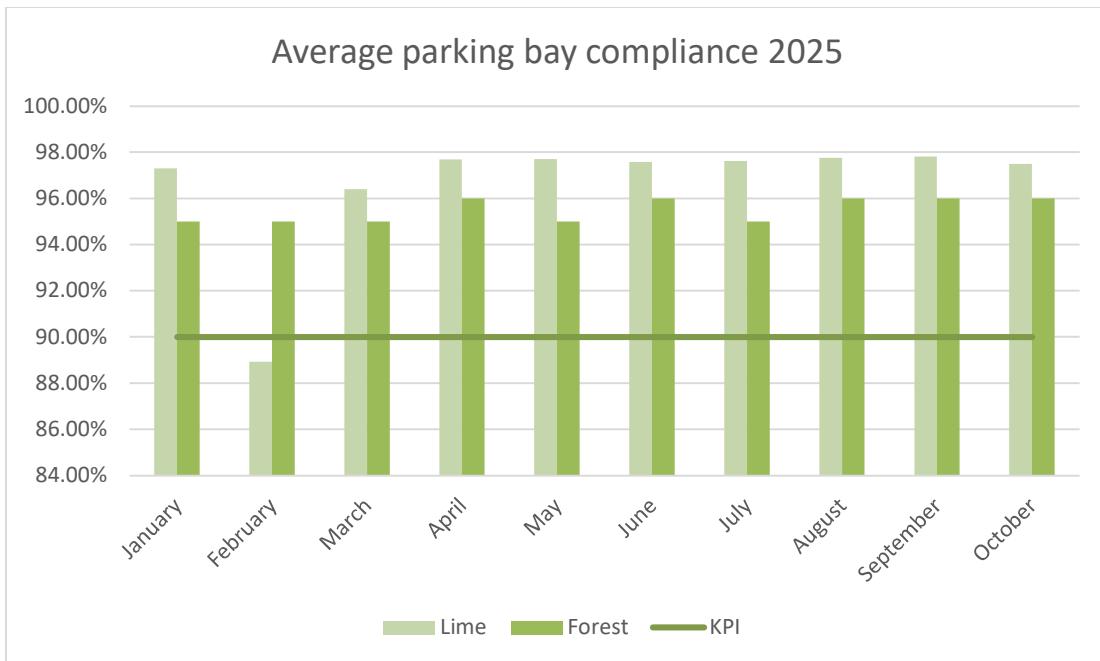
- 3.5. In Camden we continue to operate/permit dockless bike hire operations through contracts originally awarded in May 2023 to two operators, Forest and Lime (as noted above). The maximum possible term of those contracts is to May/June 2027.
- 3.6. In February 2025 this Committee was advised that TfL were continuing to work with local authorities across the capital to explore a pan-London framework for dockless bike hire/e-scooter operations, which would provide consistency across participating Boroughs around issues such as price, parking management, supply, quality of bikes, operators and so on. The current e-scooter (only) framework, which Camden participates in, applies that consistency across the authorities signed up to the scheme.
- 3.7. The Committee was also advised that in December 2024 the government published the [English Devolution White Paper](#) which included powers for local transport authorities to regulate on-street micromobility schemes (including cycle hire), and in January 2025 the Government launched a consultation around this. Camden responded expressing our support for the principles of that legislation.
- 3.8. At the current time the Devolution bill has had its 3rd reading in the House of Commons and its 1st reading in the House of Lords. It is currently estimated that any future pan-London contract procurement would likely begin in 2-3 years' time.
- 3.9. Given the above, it is felt to be extremely unlikely at this stage that a pan-London framework, managed by TfL, will be in place by the end of the maximum period of our current dockless bike hire contracts (May 2027). It is likely, therefore, that Officers will need to seek approval on procurement strategies to bridge the gap between the expiry of the current arrangements and the prospective future pan-London framework. In the meantime, in order to support the continued benefits of dockless bike hire in the Borough whilst improving performance, it is intended that a number of contract variations will need to be proposed and agreed with the operators ahead of the final “+1” year of the existing contracts being considered. For more details, see section 4.16.

4. Current Issues, Actions and Mitigations

(i) Parking Bay Trip-End Compliance

- 4.1. Camden continues to operate our DBH contracts via a “mandatory parking bay” model, meaning that trips can only be ended (and started) from dedicated, marked bays. The current KPI for parking bay compliance in Camden is 90%. This year’s parking compliance figures from both operators are shown in the table below and show that with the exception of Lime in February, the 90% target has been exceeded in every month of 2025.

Graph 1: Forest and Lime Parking Bay Compliance, 2025



4.2. The Culture and Environment Scrutiny Committee has previously been advised that not all trips finish in marked bays, for a combination of potential reasons including:

- Insufficient capacity of bays to meet demand (particularly in “hotspot” locations, including several areas south of the Euston Road in the “central London” part of the Borough);
- GPS “drift”, meaning that some bikes can be parked outside of the marked bay but still being classified as a “compliant” end to the ride, because the GPS technology within the bikes is not accurate enough to detect the exact bike location to the confines of the bay and;
- Some users seemingly being willing to accept a fine for parking outside the marked bays (which is the “stick” mechanism used to help achieve compliance). Forest has a flat fine of £20 and Lime’s fining increases as follows £2 first offence, £5 second offence, £10 third offence, £20 fourth offence and then permanent ban from the service.

4.3. Despite the overall parking bay end-trip compliance figures being compliant with the contract KPI, since the last Committee meeting in February 2025, a number of additional measures have been taken by the Council/operators with the aim of improving this metric, including those shown in section (a) to (c) below.

(a) Expansion of dockless bike hire facilities

4.4. Throughout 2025 the Council has continued to expand the network of on-street (Camden highways) dockless bike hire/e-scooter parking bays, which is an important measure to provide the capacity needed to accommodate the continued growth and popularity of these modes. An additional 10 bays were implemented during 2025, including both as “stand alone” new/expanded bays, and as part of “green mobility hubs” in Somers Town (see Figure below). In total, there are now around 226 DBH/e-scooter bays across the Borough on Camden’s highway network. A further 22 bays have been approved for implementation following consultation and are expected to be delivered in early 2026.



Green Mobility Hub: Charrington Street (Somers Town), with cycle parking and DBH/e-scooter bay in background

4.5. There are plans in place to continue to expand that network. Phase 9 of the programme was being implemented at the end of 2025/start of 2026 (as above). For Phase 10, a further 21 new bays as well as 7 extensions are to be implemented, and it is expected that these will be live in Spring 2026. Phase 11, comprising another 30 bays (or the equivalent capacity via extensions to existing bays), and focusing on high demand areas including South of Euston Road and Camden Town, is also under development and intended to be brought forward early in 2026. In total, with Phase 10 and Phase 11, we will be approaching the 280-bay target set out in the 3-year CTS Delivery Plan for 2025-2028 approved by Cabinet in November 2024. As with previous phases of expansion, the vast majority of these new bays will be on the carriageway, rather than the footway, to best protect pedestrian space. Phase 11 will be funded by Lime's £5m parking infrastructure fund (but all bays will be open to all contracted operators to use).

4.6. There are two main additional ways in which the capacity of the network can be expanded within Camden, as set out below:

- (i) TfL "Red Route" (TLRN) network: TfL have been exploring adding bays to the TLRN network across London, including Camden. At the time of writing this report, TfL have informed the Council of plans for around 10 bays to be delivered on their highway network in the Borough and 3 on station land locations, with the first locations due for implementation by March 2026 and the rest in the next financial year (2026/27).
- (ii) Private land: the Committee was advised at the last DBH update meeting that, as part of Lime's "London Action Plan", that a "private parking taskforce" was being set up to *"identify potential parking locations on land help by private landowners, business and other organisations such as universities, NHS Trusts and developers"*. Whilst Officers are aware that Lime have held conversations with such private landowners in Camden during 2025, we are not aware of any facilities having been implemented to date.

As a result of the above, with no additional bays provided on either TfL or private land, at the current time all of the capacity for DBH/e-scooter facilities is currently on Camden's highways only and selected, existing private landowner space (such as the Related Argent land in Kings Cross). However, there have also been some marginal benefits for Camden by the provision of new DBH bays on the fringes of the Borough by neighbouring authorities. For example, London Borough of Islington have provided new bays on roads within their jurisdiction in the

Tufnell Park area, which has helped with capacity building in this area on the boundary with Camden.

(b) Upgrading existing DBH/e-scooter bays

4.7. The DBH/e-scooter bay network in the Borough has been implemented in phases since around 2022/23. It is recognised that in that time some bays have become degraded (for example, flexible bollards to protect each end of the bay have become damaged) and are in need of repair. Having audited the existing network, Officers are now working through improvements to such bays, which will help ensure that they are clearly marked/defined with the necessary signage and features, and which in turn may contribute to assisting bikes to be parked within the confines of each bay. These upgrades will also include additional features, where required, to help prevent other “in-bay” issues arising – such as toppling over of bikes – by the placement of features such as cycle stands/barriers within the bay to help reduce this domino effect arising, particularly where bays are located on inclines.

4.8. During 2025, Officers have also trialled some new features at selected bays which are intended to also help improve end-trip parking bay compliance, including:

(i) Bay “book-end” barriers: on Millfield Lane (Highgate), we have trialled new “book-ends” to the DBH bay at the lower end of this street, a popular location next to Hampstead Heath. By providing more robust and obvious “end points” for the bay it is envisioned that users will be encouraged to park within, rather than outside, the confines of the bay. This is currently being monitored and will be rolled out to additional high-priority locations if successful.



Above left: new “book-end” barriers on Millfield Lane (Highgate). **Above right:** green surfacing applied to bay on Eversholt Street (Crowndale Centre)

(ii) Green surfacing at bays: at 6 locations across the Borough we have piloted green surfacing for the bays, providing a clearer demarcation of the space and a better visual clue for users to end their trips within the marked bay. We are currently working with the operators, as well, to identify if the provision of green surfacing assists their AI technology in identifying that trips have been ended within the confines of the bay itself.

(iii) Bluetooth beacon technology: in autumn 2025 the Council, working with Lime, trialled the use of “bluetooth beacon” technology at two bays which have historically suffered from poor levels of parking bay compliance, in part due to issues of GPS “drift”. Some locations can be impacted by poorer GPS signals due to the proximity/height of nearby buildings, leading to reduced accuracy. The two bays where this technology has been

piloted are Saffron Hill and Tower Street, both in Holborn & Covent Garden Ward and which have had ongoing issues with parking bay compliance. So far, the impact of these beacons has been slight, with some improvements noted at the Saffron Hill bay but no discernible improvement seen at the Tower Street location. Officers are now proposing a design change and extension at Tower Street to help alleviate these issues.

(c) Technology upgrades and fines

- 4.9. Finally, the operators themselves have undertaken actions during 2025 in help improve parking bay compliance. Lime have introduced a real-time AI end-trip photo review to detect poor parking and prevent obstructions. They will also be rolling out Lime engine technology in 2026 which is estimated to improve parking accuracy to 1.5m. Lime are currently piloting this in Camden. Forest are currently trialling Captur technology that will deliver enhanced parking accuracy to support existing GPS. Captur's visual positioning technology claims it can deliver accuracy of up to 30cm.
- 4.10. Both operator's issue warnings and fines to users that park non-compliantly outside of designated bays. Both Lime and Forest can issue fines of up to £20 and ultimately ban riders that consistently park inappropriately. Fine numbers are shared with the council as part of monthly reporting from operators.

(ii) Parking bay management and enforcement

- 4.11. In addition to the above actions, a range of measures are in place to further manage parking bays from both operational and enforcement perspectives.
- 4.12. In terms of **operations**, at the last Culture and Environment Scrutiny Committee meeting on this issue in February 2025, both Forest and Lime committed to expanding their on-street resources responsible for tidying and managing bays on a day-to-day basis. Forest currently has 12 on-street rangers dedicated to the operation in Camden, and Lime have 28. Further details on these operations are available in Appendix 1 and 2.
- 4.13. In addition, Lime and forest have been trialling incentivising users to "retrieve" bikes parked outside bays by providing a discounted trip on such rides – thereby encouraging users to utilise those bikes first rather than bikes already parked within the confines of the bay. The Council has requested information from both operators on the extent to which this has had any positive effect but is awaiting feedback from Lime and Forest at the time of submitting this report.
- 4.14. From an **enforcement** perspective, this Committee was advised in February 2025 that the Council would begin on-street enforcement to remove bikes causing an obstruction to the footway/highway. These activities commenced in March 2025. Between then and mid-December, almost 1,000 bikes have been removed by our enforcement teams. Costs of retrieval of bikes are shown in Table 1, overleaf. In addition to these figures, 51 Fixed Penalty Notices have been issued (total; 26 to Forest and 25 to Lime) to the operators. The table below includes some bikes which have been removed and impounded which are not permitted to operate in the Borough (Voi and Bolt) in line with the contracts awarded to Forest and Lime. Officers are also currently exploring securing additional enforcement resources in order to continue and expand the above activities.

Table 1: Enforcement (removal) of e-bikes from Camden streets (March-December 2025)

Month	Forest	Lime	VOI	Bolt	Total
March-April	17	24	0	0	41
May	28	41	0	0	69
June	15	07	0	0	22
July	14	21	0	0	35
August	49	109	0	0	158
September	17	30	3	0	50
October	61	92	1	1	155
November	118	139	1	0	258
December (to date)	50	71	20	0	141
Total	369	534	25	1	929

4.15. Finally, it is recognised that despite all of the above measures, in some locations ongoing problems remain. Camden has therefore reserved the right, if alternative actions have not been sufficiently successful in helping resolve problems at specific bays, to **suspend those bays** from being used until such time as operators can evidence that they can be utilised without undue impact on stakeholders and our public realm. This is achieved by removing the dedicated parking bay from appearing on the operators apps, thus meaning no trips can end/start in those locations and no deployments can take place. To date this has been implemented in three locations: Millfield Lane (a relocation has now taken place), Primrose Gardens and Erskine Road. It should be noted that bay suspensions are very much seen as a “last resort” if other actions have not been successful, given the potential impact on nearby surrounding bays which may then experience knock-on demand (i.e. shifting the problem from one location to another), and/or cause significant gaps in the parking bay network. This measure is therefore carefully considered on a case-by-case basis.

(iii) Proposed Contract Extension including Contract Variations

4.16. As noted above, the current contracts with Lime and Forest are currently in the first of two possible “+1 year” extensions. The initial “+1” year extension was enacted last May/June and therefore runs out early summer 2026. In line with the approved [procurement process](#), officers have begun discussions with operators on potential contract improvements for the next and final extension period. These are not yet agreed and will be subject to a separate decision to be taken by the Director of Environment and Sustainability in February 2026 (three months prior to the end of the current “+1” extension) on whether or not to grant the final “+1” year extension from May/June 2026 to May/June 2027.

(iv) Resource implications

4.17. The scale of DBH operations in the Borough, up to 600,000+ trips just starting per month in Camden – represent a considerable resource challenge for Camden. Officers in the Transport Strategy Service (Parking Policy and Shared Mobility sub-team) are responsible for managing the contracts with operators and, alongside design and enforcement colleagues, managing the operations, roll-out of new/expanded parking bays, and so on. The Parking

Policy & Shared Mobility sub-team comprises a Principal Transport Planner, Senior Transport Planner and a Transport Planner role.

- 4.18. Unfortunately, during 2025 the Senior and Transport Planner roles became vacant for a number of months due to staff members leaving Camden, which created resource constraints within the team to help manage DBH operations. Short-term solutions were used to plug this gap and as of early December 2025 these posts have been filled with new team members; it is therefore envisioned that moving forwards the Service will be better resourced and able to both react to issues and pro-actively develop solutions.
- 4.19. As noted above, it is expected that ongoing enforcement activities will be required in order to continue to help manage DBH operations in the Borough. Officers are exploring additional resourcing options to help expand enforcement work accordingly.

(v) Accidents/injuries

- 4.20. At the Culture and Environment Scrutiny Committee in February 2025, a specific request was made for information about the number of accidents/injuries involving DBH bikes in the Borough following reports from some residents/stakeholders, and in [press articles](#), of concerns about the severity/volume of such incidents.
- 4.21. Both Lime and Forest now include figures of any serious safety incidents each month as part of their standard reporting to Camden. In 2025 Lime have reported two and Forest have reported zero serious incidents in Camden.

5. Finance Comments of the Director of Finance

- 5.1 The DBH operators (Lime and Forest) provide electric dockless bike hire services in Camden to residents and visitors.
- 5.2 Both operators pay Camden council a guaranteed income plus a share of their revenue income. Funding is not required from Camden to run the service.
- 5.3 The combined expected guaranteed income plus revenue share from both operators would be in line with the Council's expectations.
- 5.4 The income is expected to be reinvested in the Transport Strategy delivery plan.
- 5.5 The final contract extension will run from May 2026 – May 2027, if agreed.

6. Legal Comments of the Borough Solicitor

- 6.1 In May 2023, a [Culture and Environment Scrutiny Committee](#) meeting took place in which dockless bike hire operations, and in particular parking management of such bikes in the borough, was discussed.
- 6.2 Further to that meeting an update was provided at the Culture and Environment [Scrutiny committee meeting of January 2024](#). At that meeting, operators were requested to provide: (i) borough specific evidence to the level of mode shift and the wider sustainability impact of e-bike shared micromobility and (ii) information on carbon life cycle of their e-bikes.

6.3 Following those two meetings, the Culture & Environment Scrutiny Committee requested a further review of dockless bike hire operations in the Borough as part of the 2024/25 work programme. This report provides the information requested previously and also key further updates on the dockless e-bike hire scheme in Camden accordingly.

6.4 The report recommends and requests that the committee notes and comments on the contents of this report, including the actions being taken to ensure that the E-bike hire scheme in Camden continues to meet its stated aims, providing benefits to the multiple users of the service in the Borough, and that any negative impacts of the scheme are minimised. The recommendation and request is permissible in accordance with the Constitution of the Council.

Statutory duties/ Legislation

6.5 The recommendations in this report are being considered in the Council's capacity as the Local Highway/Traffic Authority for the Borough.

Highways Act Powers

6.6 Section 65 of the Highways Act 1980 (cycle tracks) empowers a local highway authority, in or by the side of a public highway, to construct a cycle track as part of the highway, and to alter or remove a cycle track constructed by them under this section.

6.7 Section 4 of the Cycle Tracks Act 1984 (provision of barriers in cycle tracks, etc.) empowers a highway authority to provide and maintain, in any cycle track constituting or comprised in a public highway, such barriers as they think necessary for the purpose of safeguarding persons using the cycle track; and, where a cycle track is adjacent to a public footpath or footway, provide and maintain such works as they think necessary for the purpose of separating, in the interests of safety, persons using the cycle track from those using the footpath or footway. The highway authority may alter or remove any works provided by them under section 4 of the 1984 Act.

Road Traffic Regulation Act 1984 (RTA 1984)

6.8 Section 63 of the RTA 1984 gives the Council an express power to create stands and other security devices for cycles.

Equality

6.9 The Council must, when carrying out its functions (which includes making decisions), have due regard to section 149 of the Equality Act 2010 (the Public Sector Equality Duty - PSED). This duty includes having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic (including people with a disability) and persons who do not share it. The Council must comply with the duty, which requires rigorous consideration and an open mind, and is personal to decision makers. In order to assist the Council to comply with section 149.

6.10 In summary, the PSED requires the Council, when exercising its functions, to have 'due regard' to the need to:

1. Eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Act (which includes conduct prohibited under section 29);
2. Advance equality of opportunity between people who share a relevant protected

characteristic and those who don't share it;

3. Foster good relations between people who share a relevant protected characteristic and those who do not (which involves having due regard, in particular, to the need to tackle prejudice and promote understanding).

6.11 The relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion, sex, and sexual orientation. In respect of the first aim only (i.e., reducing discrimination, etc) the protected characteristic of marriage and civil partnership is also relevant.

6.12 In addition, with reference to disability, the Council has a duty under section 29 of the Equality Act 2010 not to do anything that constitutes discrimination (or victimisation or harassment) in the exercise of a public function, and a duty to make reasonable adjustments.

6.13 The Council should also bear in mind relevant parts of the United Nations Convention on the Rights of Persons with Disabilities and the United Nations Convention on the Rights of the Child. Some of those parts relate to (as regards persons with disabilities) the physical environment, transportation, personal mobility and sporting and leisure activities (UNCRPD), and (as regards children) self-reliance and active participation in the community of disabled children, standards of health, dangers and risks of environmental pollution, and recreational and leisure activities (UNCRC).

6.14 Further, section 149 provides that the steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities. Compliance with the PSED may involve treating some persons more favourably than others, but that is not to be taken as permitting conduct that would otherwise be prohibited under the Act (which includes breach of an equality clause or rule, or of a non-discrimination rule).

6.15 The Council should be aware that the PSED is not a duty to achieve the objectives or take the steps set out in section 149. Rather, the PSED requires the authority to take the specified needs into proper consideration when carrying out its public functions. There must be a proper appreciation of the potential impact of the decision on the equality objectives set out in section 149 and of the desirability of promoting them. "Due regard" means the regard that is appropriate in all the particular circumstances in which the authority is carrying out its functions. Provided due regard is had in this way, including considering mitigation measures as described below, it is for the Council to decide, taking into account all relevant factors (which may, depending on the circumstances, include the requirement upon the Council to operate within its budget) how much weight to give to the equality implications of the decision.

6.16 In exercising its road traffic and highway powers, the Council is exercising a "public function": Under section 29 of the Equality Act 2010, it must not, when exercising a public function, "do anything that constitutes discrimination, harassment or victimisation" (section 29(6)) and it must make reasonable adjustments (section 29(7)). The duty to make reasonable adjustments arises in relation to disabled persons and under section 20 of, and Schedule 2 to, the Equality Act 2010.

7. Environmental Implications

7.1 Encouraging cycling is a key part of the council's measures to reduce the environmental impact of travel in Camden, as cycling and walking are the lowest emission forms of transport. However, not everyone has the means to own a bicycle. By providing a bike hire service in Camden, these services are assisting our residents' stakeholders to overcome this key barrier by improving their access to bicycles.

7.2 A [report](#) by the International Transport Forum (ITF) states that

Shared micromobility has made significant progress in terms of sustainability as operators have addressed the impacts of their fleets and operations on the environment. Leasing models are particularly attractive from a lifecycle environmental impact perspective.

7.3 DBH services also help to fulfil the Citizens' Assembly recommendation as set out in the first Camden [Climate Action Plan](#) of 'Enabling electric transport with infrastructure and incentives'. The updated [Climate Action Plan for 2026-2030](#) also commits to "continuing to create accessible spaces on streets for shared mobility services".

8. Appendices

Appendix 1. Forest Camden Scrutiny Committee Deck

Appendix 2. Lime Camden Scrutiny Committee Report

Appendix 3. Lime Camden Data

Appendix 4. Lime Camden Data (commercially sensitive – not for publication)

Appendix 5. Forest Camden Scrutiny Committee Deck (commercially sensitive – not for publication)

Paper ends