OFFICER DELEGATED DECISION 28 JUNE 2021

Report title: Participation in London rental e-scooter trial for 12 months

Wards: All

Portfolio: Cabinet Member of the Council (Sustainable Transport, Environment and Clean Air): Councillor Hashi and Councillor Danial Adilypour

Report Authorised by: Eleanor Purser and Sara Waller: Strategic Directors for Sustainable Growth and Opportunity

Contact for enquiries: David Wilson – Walking & Cycling Policy Lead, Transport Strategy, 020 7926 4067, dwilson1@lambeth.gov.uk

REPORT SUMMARY

This briefing provides details of the recent trial legalisation of rental e-scooters and the subsequent pan-London trial being developed by Transport for London set for launch in Summer 2021. The report assesses the case for joining the trial and concludes that participation is recommended subject to a number of conditions being met prior to launch.

FINANCE SUMMARY

The pan London e-scooter trial is set to launch in neighbouring boroughs in early June and its proposed Lambeth joins from July for a 12-month period.

The costs of the joining the trial will be funded through the suppliers and depending on activity it’s expected it will generate income for Lambeth Council.

RECOMMENDATIONS

a) Agree to participate in the pan London e-scooter trial should a range of conditions be met as set out within this report (see section 2.66) for a maximum of 12 months with the option to extend the trial by 6 months. The trial is expected to launch in July 2021 although Lambeth may join later subject to capacity.

b) Authorise the Head of Transport Strategy and Programmes to end the scheme or extend the scheme as appropriate in accordance with the contract and licence terms and in consultation with the Cabinet Member for Sustainable Transport, Environment and Clean Air.
1. **CONTEXT**

1.1 Prior to July 2020 e-scooters were illegal for use on all public highways in the UK and could only be ridden legally on private land with the landowner’s consent.

1.2 The Secretary of State for Transport announced in May 2020 that to provide additional transport options during the coronavirus pandemic, trials of rental e-scooters would be fast tracked and be made legal for launch in summer 2020.

1.3 The UK Government has now passed regulations to allow trials of rental e-scooters to be undertaken in areas that wish to run them from July 2020. Usage (except on private land) outside of rental schemes remains illegal.

1.4 The new government regulations set the minimum vehicle standards and associated user requirements for e-scooter trials, as well as alterations to traffic orders necessary to facilitate the use of a new vehicle type on public highways.

1.5 For trials in major cities, DfT published guidance stating that where trial areas were to involve several tiers of local government, their preferred approach was for a lead authority to be agreed. In most cases it was expected that the lead authority would have strategic oversight across all local trial areas. This approach has been adopted in London with Transport for London leading on the procurement of 3 scooter rental providers that will form the 12-month pan-London trial. The trial has been developed in close working with London boroughs and London Councils with the intent of trialling scooters with a single, coherent and easily understood trial area.

1.6 The DfT has legalised trials of rental e-scooters for the purpose of informing the future position on e-scooters in the UK. Whether any further consultation is deemed necessary in relation to e-scooters would be a matter for the DfT.

1.7 A trial is now set to launch in London in Summer 2021 with 7 boroughs including Lambeth having registered interest in joining the trial – though no formal commitment has been made by Lambeth, most other boroughs have now committed to joining the trial with preparations underway to enable the trial to launch.
2. PROPOSAL AND REASONS

Policy alignment

2.1 The current heightened importance of personal (over public) transport creates a need for a range of sustainable and space efficient transport alternatives to private motor vehicles. Powered transporters like e-scooters can address constraints such as affordability, user fitness, storage space and ease of use. Access to powered transporters may influence people’s choice towards sustainable and space efficient modes of transport and support objectives to improve air quality and reduce carbon emissions where trips replace more polluting modes.

2.2 Dockless shared mobility is far cheaper to implement than more traditional docked schemes which require major capital investment. This capital cost has long been a barrier to providing access to sustainable and more space efficient transport modes to all communities in Lambeth. Dockless shared mobility is inherently much cheaper to rollout and so has ability to support the Lambeth Transport Strategy 2019 guiding principle of creating an inclusive and accessible transport network.

2.3 An e-scooter trial can plug gaps in the borough’s transport provision and improve access to more established transport modes. E-scooters are also very space efficient, and so support Lambeth Transport Strategy principles of providing a transport network that is efficient and connected.

2.4 Every council has a network management duty and this is supported by delivering schemes that assist with reducing pressure on the highway network. E-scooters are one of the most space efficient vehicle types and so wider uptake of these vehicles will support this duty.

2.5 Officers recommend that Lambeth enables a trial of the use of powered transporters when used within the carriageway only. This approach aligns with objectives set out in the Lambeth Transport strategy and Covid-19 response and can support the democratisation of road space away from car dominance and further building the case for high-quality and consistent mobility networks (Healthy Routes) that do not create additional conflicts with pedestrians.

Impact on other road users

2.6 Previous dockless shared mobility like dockless bikes in some instances caused obstructions on footways when parked inconsiderately by users. The e-scooter trial will enable boroughs to define parking areas which means trips cannot be terminated by a hirer anywhere but in designated parking bays. This is made possible with geofencing where certain rules apply to the vehicles based on the scooters GPS location and experience elsewhere indicates will lead to far higher compliance than with dockless bikes.

2.7 It will remain illegal to use scooters on footways apart from where specifically permitted by boroughs. Although in theory GPS could designate footways as no-go zones, this is not being implemented at least to start with as this could turn the scooter engine off when riding on a faster road. This means that illegal use on footways may pose a risk to people walking where riders drive irresponsibly. Operators will have to supply training to users when they first sign up, and throughout the trial period through their respective smartphone applications. Trial boroughs will also likely need to promote safe and considerate scooter use through their own channels and in partnership with Transport for London and London Councils.
2.8 A trial will test measures to control dockless mobility in London that have not been available previously and the success of these controls will be assessed as part of the trial.

2.9 Operation of the trial including all day-to-day scooter distribution, relocation and issue response is the responsibility of the scooter operators. The following KPIs define how quickly operators are required to respond to issues around scooter parking:

<table>
<thead>
<tr>
<th>Parking issue</th>
<th>KPI</th>
<th>Failure to deliver</th>
</tr>
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<tbody>
<tr>
<td>If parked outside an agreed parking space</td>
<td>12 hours from notification received, Operator to complete removal</td>
<td>Failure to remove the e-scooter within these timeframes may lead to its removal by TfL, a borough or the Police. Where an e-scooter is removed by TfL, a Borough or Police, the Operator will be liable for the cost of removal and storage.</td>
</tr>
<tr>
<td>If parked in a way that causes a danger or obstruction</td>
<td>2 hours from notification received, Operator to complete removal.</td>
<td></td>
</tr>
<tr>
<td>In extreme circumstances</td>
<td>Without notice, removal may be completed by TfL, a borough or Police</td>
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Potential for mode shift

2.10 Powered transporters, managed appropriately, could be significant in the shift towards sustainable mobility and it is proposed that Lambeth is proactive in this area.

2.11 The evidence is varied on which modes e-scooter rental users are most likely to have switched from. In cities where car dependency is greater, the shift from private car use is more significant – ranging from between 25% and 50%. In European cities where public transport provision often more extensive and private car use is lower, the mode shift to e-scooters is less from private cars and more from public transport. As of 2019, 10% of e-scooter users reported they would have made the same trip by car previously.

2.12 The Lambeth Transport Strategy 2019 commits to providing greater coverage of cycle hire. The Transport for London cycle hire scheme which uses physical docking stations is of high quality with good ridership but the capital costs of installing docks borough wide would be in the several millions and therefore not feasible in current circumstances. Dockless mobility, where docking stations require only line markings on the ground at a fraction of the cost of permanent docking stations, are the only viable option to provide coverage across Lambeth.

2.13 Where they replace car trips, E-scooters have the potential to improve air quality and so contribute towards Transport Strategy objectives to provide cleaner air and reduce carbon emissions.

2.14 Where they replace car trips, e-scooters will contribute towards a reduction in transport related carbon emissions and objectives set out within the Transport Strategy and Air Quality Action Plan.

2.15 Where they replace car trips, e-scooters will contribute towards an improvement in air quality and objectives of both the Transport Strategy and Air Quality Action Plan.
2.16 For the trial period, scooter hire users will be required to have a provisional driving license or above. This will prevent uptake of e-scooters by under 15 years and 9 months so the mode shift will not enable a shift of car-based school run trips, or other such trips made by children.

Safety of riders

2.17 There have been concerns around the greater risk of riding a scooter. Evidence from other schemes internationally indicate that scooter riders are at greater risk of serious head injuries than compared to cyclists. A few factors seem to be at play and include scooters being less stable than a bicycle, and that scooter riders in standing position are higher up than a cyclist meaning riders may have further to fall.

2.18 There have been concerns around the safety of scooter riders and this is one the primary reasons for scooters being trialled in such a controlled manner in the UK before the DfT considers any permanent legalisation.

2.19 Early data from UK trials already in operation has generally been good, with the Department for Transport providing initial figures as below (note these figures are anecdotal and not published).
- 750,000km travelled
- 298,000 trips
  - 21 slight injuries reported
  - 4 serious injuries reported
  - 0 fatalities reported

2.20 The rate of injury whilst for e-scooters in the US is currently in the region of 2 per 10,000 and, based on the above, is lower in the UK at 0.83 per 10,000 trips.

2.21 E-scooters are a new vehicle class and are not yet defined within collision reporting so like for like comparison with more established modes is a challenge. New incident reporting procedures for the police are included as part of the trial and this will enable more effective analysis on scooter safety in the London context.

2.22 Assessing the safety of e-scooters is a top priority for the trial and a key criterion in determining its success is understanding how this new vehicle type can be safely accommodated in London. Operators taking part in the selection process will be assessed on their ability to meet strict safety requirements and high operating standards, putting safety first and ensuring that the trial is responsibly managed for the benefit of everybody in London.

2.23 Operators will also be required to provide critical data for TfL and the boroughs to understand the impacts of these vehicles on London’s goals, including Vision Zero, a shift to walking, cycling and public transport, local borough goals, zero emission targets and the Mayor’s Healthy Streets approach.

2.24 The successful Operators’ e-scooters will be compliant with the standards the DfT have set out, which includes:
- Being fitted with an electric motor with a maximum continuous power rating not exceeding 500 watts,
- has two wheels, one front and one rear, aligned along the direction of travel,
• are designed to carry no more than one person, has a maximum weight (excluding the rider) of 55kg.
• Has a power control that defaults to the ‘off’ position,
• Have a bell or acoustic warning device fitted,
• Have lighting at both the front and rear, which is always on throughout the rental period, and
• Limited to a maximum speed of 12.5mph.

2.25 The specification produced by TfL for determining suitable operators for the trial includes specific requirements for operators to produce, implement and monitor the success of operational procedures and requires mitigation strategies be in place.

2.26 Scooter users will be required to undertake app-based safety training upon signing up and scooter operators must offer in-person scooter training as part of the trial.

2.27 The expectation for the trial is that all rules applicable to pedal cycles will apply equally to e-scooter users. This means that helmets are not mandatory like they are with motorcycles – although this will also be subject to review as part of the trial. Operators are required to recommend helmet use as with Santander Cycle Hire bikes. Note that TfL may as part of the trial require operators to include helmets on scooters though this will not form part of the trial at launch.

2.28 Scooters have smaller wheels than other vehicle classes and so are more susceptible to defects in the highway. UK research led by the Transport Research Laboratory identified that scooters like those used by the rental operators are capable of riding over defects up to 50mm in size. The inspection regime used for borough highway inspections uses a risk-based scoring approach to assess the need to make repairs to the carriageway and defects down to 40mm are included in this points scoring system.

2.29 While there has not yet been a comprehensive statistical report regarding the UK trials and incidents so far (this is expected in the coming months), there has been few reports of safety incidents from trials in the UK.

Safety of other road users

2.30 Under the trial the number of e-scooters on Lambeth roads will increase and some of the issues experienced with privately owned scooters will increase – primarily the use of e-scooters on footways and in shared spaces.

2.31 An International Transport Forum report in 2019 highlighted that as few as 2 pedestrians were killed as a result of e-scooter use globally and these were with privately owned scooters without speed limiters.

2.32 The proposed e-scooter parking approach described at section 3 places scooter parking in the carriageway wherever possible. There may however be circumstances where footway parking is required, and these will need to be considered carefully to ensure the risk of conflict with pedestrians is minimised and that sufficient footway widths are maintained. No-go and go-slow zones also offer controls not available for privately owned scooters and will reduce the risk of conflict with pedestrians.

2.33 A report into parking bay compliance of rental e-scooter provider Dott and their operations in Paris reported parking bay compliance as high as 97%.
2.34 The relative impact on pedestrian safety depends how a trip made on an e-scooter would have been made before. If replacing trips by private car, e-scooters reduce the risk to pedestrians significantly. Whereas where they replace trips made on foot they present greater risk to pedestrians. It is not yet clear exactly which trips will be made by e-scooter and is therefore difficult to assess and this will form part of the trial assessment.

2.35 Measures to prevent footway use of e-scooters will be essential if the e-scooter trial is to avoid making legal use of footways more intimidating or less safe.

Implications on privately owned scooters

2.36 All private e-scooters remain illegal for riding on the public highway unless they have been explicitly permitted to be used in a rental trial by the DfT. To enable this, the DfT issues legal documents pursuant to the Road Traffic Act 1988 called Vehicle Special Orders which are addressed to the lead trial authority and the scooter operator in question and specify the vehicle type and the quantity that may be used in the trial. Only the vehicles named in the Order may be deployed legally, and only by the operator the document names.

2.37 Transport for London have engaged with the Met Police as part of the trial development. The Met had raised concerns around how they will differentiate between legal and illegal e-scooter use and have been briefed on the unique appearance of trial e-scooters and provided with assurance that TfL will hold regular review meetings to monitor enforcement of illegal scooter use.

Resource implications

2.38 Participating boroughs are responsible for designating locations for scooter parking across the borough. This means providing marked bays as you would have for a car club, which are then designated as e-scooter parking bays.

2.39 The majority of officer resource will be in setting up the trial. Once the trial is live operators are responsible for day-to-day operation of the trial. Transport for London have set up an operations team as the lead authority.

2.40 Ahead of trial launch
- Identification of parking bay locations – a proposed parking strategy is presented at Section 3. Officers will need to identify the final locations as part of the trial development.
- E-scooter bays traffic orders – with final locations identified traffic orders will be required to make them legally enforceable.
- Cycle Tracks Orders amended to enable scooter use – the traffic orders used to designate a segregated cycle track need to be amended to allow scooters to use them during the trial. This applies only to fully segregated cycle tracks and not cycle lanes demarcated by paint alone.
- Identifying no-go, go-slow and key zones as well as priority areas as defined at 2.57.

2.41 Once the trial is live
- Using the Data Platform to identify how well used the initial parking provision is used
- Using the above to assess whether there is a need add/remove/amend parking bays, no-go zones, go-slow zones, priority areas, key zones.
- Engaging with the ongoing monitoring of the trial
- Ongoing communications work
Operating the regular review meetings set out within the Equalities Impact Analysis.

2.42 Responsibility for operating the scooter trials, including responding collecting lost/abandoned scooters lies solely with the operator and all issues referred to operators in the first instance. Where this is not possible, all costs of removing e-scooters incurred by Lambeth will be recovered from operators.

Financial implications

2.43 As part of the trial each operator will be required to pay an upfront payment to assist the Borough to cover the costs of amending traffic orders and installing any infrastructure they deem necessary to facilitate e-scooters.

2.44 There is an incentive to join the trial earlier as the upfront amount payable by each operator decreases by 5% from the starting cost of £5000 reducing each month the trial is live, down to a minimum of £3000. 95% of the upfront payment will be allocated to the Borough, with TfL taking a 5% fee to pay for facilitating corresponding changes on the TLRN.

2.45 Operators will also be required to pay an ongoing monthly cost per vehicle deployed ranging from £5.50 to £7.50 per vehicle depending on the number of vehicles available. This shall be calculated using the average number of scooters made available to hire throughout the preceding review period across the overall trial area, multiplied by a tiered per vehicle fee dependent on the number of scooters in an operator’s fleet. Officers will be required to reinvest this money back into the trial, for instance, identifying new dockless parking bays.

2.46 For ongoing payments, they will be apportioned as follows and paid into a second centralised pot administered by TfL: 45% of the amount collected for the previous period (sum of all operator’s payments) shall be split equally between all participating boroughs for the period 55% shall be split proportionately based on the number of trips which ended in each borough. This shall be calculated by the number of trips ended in a borough divided by the total number of trips in that period. This formula allows greater amounts to be paid to Boroughs where greater infrastructure changes are needed, and therefore costs, are likely to be required. Trips ending on the Transport for London Road Network (TLRN) within a Borough will count towards a Borough’s total.

2.47 TfL will take £1 per vehicle trip to pay for ongoing TLRN changes, project management costs and to fund the data platform.

2.48 Many of the potential scooter operators provide reduced hire rates, as part of schemes developed in partnership with local authorities, for users where hire costs may be prohibitive and in communities underserved by other modes of transport. Schemes such as Lime Access offer specific user groups reduction up to 70% of the normal value, making the cost comparable to a bus fare for a 15-minute journey under current pricing models.

Estimated revenue calculation

2.49 Assuming Lambeth joins on day one, the Council will receive an up-front payment of £14250.

2.50 Based on the funding formula above and a low estimate on vehicle numbers and usage, Lambeth would then receive £675 x 13 periods (£8775) + £14250 up front, so £23,025 in total.

2.51 The likelihood however is that across London, fleet sizes will grow, utilisation will be high, and Lambeth will be a popular destination, so it is likely the trial revenue will be higher than this.
2.52 The revenue calculation above is indicative, that the trial will cover the cost of delivering the trial.

2.53 The exact cost of the trial will depend on the location of scooter parking bays location and what if any existing parking provision they replace. A further assessment of the revenue implications of the trial will be provided with the parking locations finalised and is listed as a condition ahead of trial launch.

2.54 The economic case for introducing e-scooters has not been tested in the UK, and only early research is available internationally. Limited studies conducted on trials in the US suggest that many of the benefits of traditional docked schemes are expected to translate to e-scooter hire schemes, although this will be monitored throughout the trial.

**Insurance and liability**

2.55 For the trial to take place, the DfT have decided to classify e-scooters as motor vehicles, meaning that operators will need to have an insurance policy that covers the users of the vehicles, and e-scooter users will need to hold a provisional or full driving license (categories AM, A1, A2, A and B), which will limit the age range of users to at least 15 years and 9 months old. However, depending on the operators selected and their insurance, they may choose to increase the minimum age to hire an e-scooter.

2.56 Operators must also have other insurances in place including: employer’s liability insurance; motor liability insurance; public liability insurance; product liability insurance; insurance to cover loss or damage to or theft of the e-scooters; and professional indemnity insurance or, where professional indemnity insurance is not available, a “financial loss” extension to the product liability insurance or if applicable the public liability insurance.

2.57 Scooters have smaller wheels than other vehicle classes and so are more susceptible to defects in the highway. The DfT stipulate that highway inspections must identify and respond to defects from a minimum of 50mm and above to ensure defects that would pose greater risk to scooters are identified, as well as those of risk vehicles with larger wheels. The inspection regime currently in place includes a risk-based approach to defects in the highway and includes defects as small as 40mm meaning Lambeth meets the DfT requirement.

**PROPOSED POLICY RESPONSE**

*Geofencing*

2.58 Under the trial, boroughs can implement geofenced zones. These are geographic areas where certain restrictions apply to scooter use and are defined by the GPS location of each scooter. The geofencing capabilities of the trial mean that boroughs can create the following zones, with complete flexibility to amend these throughout the trial.

2.57.1 No-go zones – in these areas the scooter motors are gradually turned off rendering them very little use to the rider. These are zones where we do not want scooters to be ridden at all such as outside major stations where risk of conflict with other users is very high.

2.57.2 Go-slow zones – areas where the scooters maximum speed is reduced to 8km/h. Designed for areas where scooter use is acceptable but there is a risk of conflict which needs to be managed.

2.57.3 Scooter bays – parking bays are marked within the data platform and prevent scooter journeys from being ended by users except at parking bay locations.

2.57.4 Priority areas – areas that we want to ensure there is a minimum provision of scooters at the start of any day.
2.57.5 Key zones – areas where scooters journeys are likely to end and could lead to excessive volumes of scooters. In these locations operators will be required to limit the number of scooters and remove scooters in exceedance of the Key Zone limit.

2.59 The location of these zones will be defined in consultation with internal stakeholders including ward Councillors, Parks, Housing and Highways teams and externally with disability groups.

2.60 Zones can be added, removed, or amended by boroughs at any time throughout the trial.

**Proposed parking policy**

2.61 The proposed trial offers greater control over where scooters can go than boroughs have had with other types of dockless mobility. The identification of the various zone types at our disposal will be implemented following these guiding principles:

2.62 Scooter parking – guiding principles
2.61.1 Scooter parking will be provided in carriageway by default, footway parking will only be used where carriageway spaces are not feasible.
2.61.2 Scooter parking will serve each town centre.
2.61.3 Scooter parking will serve communities less served by other forms of public transport.
2.61.4 Scooter parking on pavements will only be allowed where this does not negatively impact on people walking – with specific consideration to disabled footway users.
2.61.5 Scooters are not permitted to be used on footways
2.61.6 Scooter parking will be prioritised in locations that either generate additional parking revenue or are cost-neutral.
2.61.7 Scooter parking will provide a non-car alternative within Low Traffic Neighbourhoods and along Healthy Routes delivered as part of the emergency COVID transport response.

**Policy approach in practice**

2.63 Under the Lambeth trial, scooter parking locations will be prioritised in carriageway locations. Provision of bays on borough footways will only be considered where demand is proven, where there are no viable carriageway locations and where there is sufficient space to do so without negatively impacting people walking.

2.64 The initial launch of the trial will need to consider the rollout of trials and parking places provided by neighbouring boroughs. Creating an easily understood trial area and providing enough parking spaces to meet demand will be important throughout the trial. As part of this, the trial will start with a small, dense network in the north of the borough with locations added during the trial period. Due to the density and demands on carriageway space in the Central Activities Zone, there may need to be a higher proportion of footway parking bays in the early stages of the trial and these locations will be monitored as part of the trial and relocated if issues arise.
2.65 The long-term expectation for dockless mobility is that it will be used as a tool to provide additional transport options for communities where Indices of Multiple Deprivation are further exacerbated by low Public Transport Accessibility Levels. Lambeth trial will work to provide greater access to transport and the economic benefits that evidence tells us are likely to result from this, as part of the boroughs post-COVID economic recovery.

2.66 Image – sketch of in carriageway scooter parking bay

2.67 Many of the scooter operators that may form part of the trial have schemes used in other countries that provide reduced hire costs for communities where cost is likely to be a barrier to scooter rental and these will be trialled to test their effectiveness in London.

**CONDITIONS REQUIRED BEFORE TRIAL LAUNCH**

2.68 The following conditions will need to be met before an e-scooter trial is to launch in Lambeth:

2.67.1 A final map of parking bays will have been produced in consultation with relevant teams internally and the lead member.

2.67.2 All internal approvals and consents have been met.

2.67.3 Stakeholder engagement has taken place with disability groups as part of engagement led by Transport for London and informed the development of the trial in Lambeth.

2.67.4 Local disability groups will have been engaged with on the scooter parking locations and a regular working group established for the duration of the trial.

3. **FINANCE**

3.1 The initial £14,250 cost of setting up the e-scooter trial will be paid by the suppliers.
3.2 It’s projected that the trial will generate £8,775 of income for Lambeth council.

3.3 Apart from staff time, there are no further cost implications for Lambeth council.

3.4 If the trial is successful, a further decision report will be required to continue the scheme.

4. LEGAL AND DEMOCRACY

4.1 Under section 137 of the Highways Act 1980 it is an offence to obstruct the free passage along a highway without lawful authority or excuse. Any scheme proposed will need to operate on the basis that scooters are left only where or in circumstances where they do not cause an obstruction or where express authority has been given whether by means of a traffic order or otherwise as appropriate.

4.2 The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 (SI 2020/663 came into force on 4th July 2020. These were made in order to enable a trial of electric scooters to assess their suitability for use on roads.

4.3 The proposals are to regulate rental e-scooter trials as similarly as possible to electrically assisted pedal cycles (EAPCs). During the trial, however, e-scooters will continue to be classed as motor vehicles, meaning requirements to have insurance and the correct type of driving license will continue to apply. The DfT note that following trials, they may look to amend the law to treat –scooters more like EAPCs, which are not treated as motor vehicles in law.

4.4 To enable the e-scooter trials the following regulatory changes have been made:

4.4.1 E-scooters will continue to fall within the statutory definition of a motor vehicle and will be required to have the following standards as laid out in paragraph.

4.4.2 The DfT will issue vehicle orders under s44 and s63(5)-(7) of the Road Traffic Act 1988 for vehicles of particular operators assessed as being suitable to participate in the trials.

4.4.3 E-scooters can have a maximum speed limit of 15.5mph matching the speed limit for EAPCs, have a permitted vehicle mass from 35kg to 55kg, and have seating provision.

4.5 To ride a rental e-scooter, riders will be required to have a full or provisional license (categories AM, A1, A2, A and B). The DfT will amend the various existing requirements in the Motor Vehicles (Driving Licences) Regulations 1999 that currently require users to hold a full category A, AM licence, a full category B licence pre-2001, or later full category B licence plus CBT certificate.

4.6 To permit e-scooters within the definition of vehicles permitted, the DfT have made regulatory changes to the Traffic Signs Regulations and General Directions 2016. 5.7 The definition of a cycle lane will be amended to read ‘part of a carriageway of a road reserved for pedal cycles and/or electric scooters that is separated from the rest of the carriageway—’ or similar. This will permit e-scooters to be used in cycle lanes. It also means that the cycle symbol on signs will apply to e-scooters.

4.7 Lambeth will be required to amend our traffic orders that apply to cycle lanes, to reflect the change in regulations that the cycle lane is for use by pedal cycles or e-scooters.

4.8 Lambeth also has cycle tracks in the borough. The DfT have stated that local authorities can designate road space as either cycles lanes or cycle tracks. To enable e-scooter use, cycle tracks would need to be redesignated as cycle lanes.
4.9 In London, pavement parking of motorised vehicles is banned in all London Boroughs and the City of London under section 15 of the Greater London (General Powers) Act 1974. Section 15 does however give London councils the power to permit parking of motor vehicles on the footway as specified in subsections 15(4) to (6) of the 1974 Act in certain circumstances.

4.10 The procurement is being conducted by TfL in accordance with the Public Contracts Regulations 2015 (as amended) which permit the use of the innovation partnership procedure under Regulation 31 and allows a contracting authority to procure a provider(s) to work with it to research, develop and then exploit a service or supply that does not currently exist.

4.11 Boroughs will need to sign trial participation agreement and individual contracts with each supplier through the framework set up by Transport for London. Lambeth legal team have reviewed the wording of the contractual elements of participation with no concerns raised.

4.12 Scooter parking bays will be introduced using Traffic Management Orders and follow the standard procedures for implementing these.

4.13 The Council’s Constitution requires that all key decisions, decisions which involve resources between the sums of £100,000 and £500,000, and important or sensitive issues, must be published on the Council’s website for five clear days before the decision is approved by the Cabinet Member or Director concerned (Constitution, Part 2, Section 3). Any representations received during this period must be considered by the decision-maker before the decision is taken.

5. CONSULTATION AND CO-PRODUCTION

This report has been produced in consultation with services across the Council as listed in the audit trail table at 10.2

Further consultation will be required before a trial can launch and the details of this are set out in the ‘conditions ahead of trial launch’ section in section 2.66.

6. RISK MANAGEMENT

6.1 Identify potential risks associated with the options and the proposed course of action.

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<th>Table x – Risk Register</th>
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<tr>
<td><strong>Item</strong></td>
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</table>
| 1 | Increased risk of collision with a rental e-scooter and subsequent level of injury to pedestrians due to illegal or poor rider use such as e-scooters being discarded poorly and | 3 | 2 | 6 | - The co-ordinated pan London trial with higher safety standards  
- Enhanced vehicle safety features e.g. lighting, horns etc  
- Education, training and marketing programmes delivered by operators, TfL, boroughs etc focusing on safe, legal and considerate use  
- Operator safety processes e.g. confirming training understood  
- Parking provision to be specified and made available via the London Boroughs for rental e-scooters  
- No-go and Go-slow areas can be introduced  
- Programmes to remove poorly left rental e-scooters |
| 2  | Increased risk of collision/falls whilst riding a rental e-scooter and subsequent higher level of injury | 3 | 2 | 6 | • The co-ordinated pan London trial with higher safety standards
• Enhanced vehicle safety features e.g. lighting
• Operator safety processes e.g. confirming training understood
• Education, training and marketing programmes delivered by operators, TfL, boroughs etc focusing on safe use
• No-go and Go-slow areas can be introduced
• Existing TfL and borough road safety campaigns
• Operator maintenance programmes for rental e-scooters
• Community outreach delivered by operators and boroughs
• Monitoring, data collection and evaluation programme |
| 3  | Increase in fear of going out and experiencing a collision with a rental e-scooter | 2 | 2 | 4 | • The co-ordinated pan London trial with higher safety standards
• Education, training and marketing programmes delivered by operators, TfL, boroughs etc focusing on safe, legal and considerate use
• Community outreach delivered by operators and boroughs
• Enhanced vehicle safety features e.g. lighting, horns etc
• No-go and Go-slow areas can be introduced
• Number of rental e-scooters available can be amended
• Monitoring, data collection and evaluation programme |
| 4  | Increase in fear and risk of hate crime if pick up and drop off locations for rental e-scooters leave individuals feeling more at risk | 3 | 2 | 6 | • The co-ordinated pan London trial with higher safety standards
• Borough parking guidance
• Monitoring, data collection and evaluation programme |
| 5  | Increase in transmission | 3 | 4 | 12 | • The co-ordinated pan London trial with higher safety standards |
7. EQUALITIES IMPACT ASSESSMENT

7.1 A standalone Equalities Impact Assessment is provided in Appendix 1. Neither the TfL or Lambeth Equalities Impact Assessment have identified significant equalities impacts. There are however, a number of risk and benefits that could materialise throughout the trial. The EqIA sets out the risks, monitoring and mitigations that Lambeth, Transport for London and scooter operators will take in response to these risks.

7.2 Transport for London, London Councils and boroughs are developing proposals for stakeholder engagement that will continue the development of the Equalities Impact Assessment throughout the trial period and as part of the evidence base for the Department for Transport’s consideration of any permanent legalisation of e-scooters.

7.3 The trial aims to test at smaller scale legislation that may become permanent. This means engagement with equalities groups throughout the trial period will inform whether permanent change in legislation would be enacted by central government. Lambeth’s involvement in the trial will ensure impacts. The effectiveness of the approach set out in this report will be reviewed with the regular meeting of a Lambeth e-scooter trial disability working group.

8. COMMUNITY SAFETY

8.1 Needs to be considered by law (Crime & Disorder Act 1998, Section 17).
8.2 Officers may receive reports of anti-social behaviour surrounding the e-scooters; poor parking, e-scooters being moved by non-users and stolen e-scooters. The responsibility for correcting these issues will lie with the Operators respective Operations Team.

8.3 Community safety issues form part of the trial review criteria – if they arise the Council will be able to flag this with the intention to begin a review of the number of operating vehicles in the Borough.

8.4 It is likely that the most popular locations for picking up/dropping off e-scooters will be around stations and in town centres, which are already covered by CCTV. This should also help reduce any anti-social behaviour and provide a better chance for perpetrators to be caught.

8.5 Should comments or complaints about how e-scooters are being ridden or parked be received, the Council will be able to amend no-go, go-slow and parking areas.

8.6 The DfT requires all devices to be fitted with a bell or acoustic warning device fitted to alert pedestrians when they use shared footpaths.

9. **ORGANISATIONAL IMPLICATIONS**

**Environmental**
9.1 E-scooters have potential to reduce reliance on polluting transport modes and improve local air quality, in line with borough plan, transport strategy and air quality plan objectives.

**Health**
9.2 E-scooters have potential to reduce reliance on polluting transport modes and improve air quality in line with borough plan transport strategy objectives.

**Corporate Parenting**
9.3 Not applicable

**Staffing and accommodation**
9.4 Trial to be coordinated within existing officer resource

**Responsible Procurement**

*Good Quality Jobs with Fair Pay and Decent Working Conditions*
9.5 Decision is not a procurement exercise - not applicable

*Quality Apprenticeships, targeted Employment for Lambeth residents and Lambeth Priority Group*
9.6 Decision is not a procurement exercise - not applicable

*Reduce Emissions: Lambeth Council has a commitment to being Zero Carbon by 2030*
9.7 Decision is not a procurement exercise - not applicable.

*Single Use Plastics*
9.8 Decision is not a procurement exercise - not applicable

*Positive Health and Wellbeing*
9.9 Decision is not a procurement exercise - not applicable

*Other Offers (Innovation)*
9.10 Decision is not a procurement exercise - not applicable

10. **TIMETABLE FOR IMPLEMENTATION**

10.1 The table below details the stages and deadlines for implementing the recommendations:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Proposed Date</th>
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<tbody>
<tr>
<td>Publication on Decisions online</td>
<td>18.06.2021</td>
</tr>
<tr>
<td>Officer Decision</td>
<td>28.06.2021</td>
</tr>
<tr>
<td>Trial participation agreement and service request contracts signed</td>
<td>28.06.2021</td>
</tr>
<tr>
<td>Operator mobilisation and pre-launch communications</td>
<td>28.06.2021 to 04.06.2021</td>
</tr>
<tr>
<td>Trial launches in Lambeth</td>
<td>05.07.2021</td>
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Audit Trail

<table>
<thead>
<tr>
<th>Name and Position/Title</th>
<th>Lambeth Directorate</th>
<th>Date Sent</th>
<th>Date Received</th>
<th>Comments in paragraph:</th>
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<tbody>
<tr>
<td>Sara Waller and Eleanor Purser, Co-Strategic Directors for Sustainable Growth and Opportunity</td>
<td>Sustainable Growth and Opportunity</td>
<td>29.03.21</td>
<td>12.03.21</td>
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<tr>
<td>Michael Munnelly, Assistant Director: Infrastructure, Environment, Public Realm &amp; Climate Change Delivery</td>
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<td>29.03.21</td>
<td>30.03.21</td>
<td>Throughout</td>
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<td>Mark Eaton, Highways Asset Manager</td>
<td>Resident Services</td>
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<tr>
<td>Jonathan Pook, Head of Parking</td>
<td>Resident Services</td>
<td>29.03.21</td>
<td>30.03.21</td>
<td>Section 2</td>
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<td>Simon Phillips, Head of Transport</td>
<td>Sustainable Growth and Opportunity</td>
<td>29.03.21</td>
<td>30.03.21</td>
<td>Throughout</td>
</tr>
<tr>
<td>Hannah Jameson, Assistant Director of Clean Air and Sustainability</td>
<td>Sustainable Growth and Opportunity</td>
<td>29.03.21</td>
<td>30.03.21</td>
<td>Throughout</td>
</tr>
<tr>
<td>Councillor Dr. Mahamed Hashi and Councillor Danial Adilypour</td>
<td>Cabinet Member of the Council (Sustainable Transport, Environment and Clean Air):</td>
<td>05.05.21</td>
<td>14.06.21</td>
<td>Throughout</td>
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<tr>
<td>Paul Badiani, Finance</td>
<td>Finance and Property</td>
<td>14.06.2021</td>
<td>04.06.21</td>
<td>Section 3</td>
</tr>
<tr>
<td>Greg Carson, Legal Services</td>
<td>Legal and Governance</td>
<td>14.06.2021</td>
<td>04.06.21</td>
<td>Throughout</td>
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<tr>
<td>Wayne Chandai, Democratic Services</td>
<td>Legal and Governance</td>
<td>03.06.21</td>
<td>04.06.21</td>
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Report History

<p>| Original discussion with Cabinet Member | 11th May 2021 |
| Report deadline | 11th June 2021 |
| Date final report sent | 16th June 2021 |
| Part II Exempt from Disclosure/confidential accompanying report? | N/a |
| Key decision report | Non-key |
| Date first appeared on forward plan | Non-key |
| Key decision reasons | N/a |</p>
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<th>Appendix</th>
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<tr>
<td>Appendices</td>
<td>Appendix 1 - Lambeth e-scooter trial Equalities Impact Assessment version 1 (May 2021)</td>
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</table>
I confirm I have consulted Finance, Legal, Democratic Services and the Procurement Board, and taken account of their advice and comments in completing the report for approval:

Signature: ________________________________ Date: __________________

Post: David Wilson
Walking and Cyclin Policy Lead

I approve the above recommendations:

Signature: ________________________________ Date: __________________

Post: Hannah Jameson
Assistant Director for Sustainable Development and Climate Change Response

Any declarations of interest (or exemptions granted):

Any conflicts of interest:

Any dispensations: