



| | | |
|--|--|-------------|
| Overview and Scrutiny Committee | | Agenda Item |
| 18 September 2023 | | 8 |
| Title: | Increased Connectivity Priority Area – focus on Powered Two Wheelers and Road Safety | |
| Report of: | Tim Bellamy, Head of Transport | |
| Lead Member: | Cllr Anna Smith, Chair of Transport and Infrastructure Committee | |
| Public Report: | Yes | |
| Key Decision: | No | |
| Voting Arrangements: | Simple majority of members voting | |

| | |
|-------------------------|---|
| Recommendations: | |
| A | Note the developing e-scooter scheme and associated legislation |
| B | Note work on Vision Zero |

| | |
|--|--------------------------------|
| Strategic Objective(s): | |
| The proposals within this report fit under the following strategic objective(s): | |
| X | Increased connectivity |
| X | Enabling resilient communities |

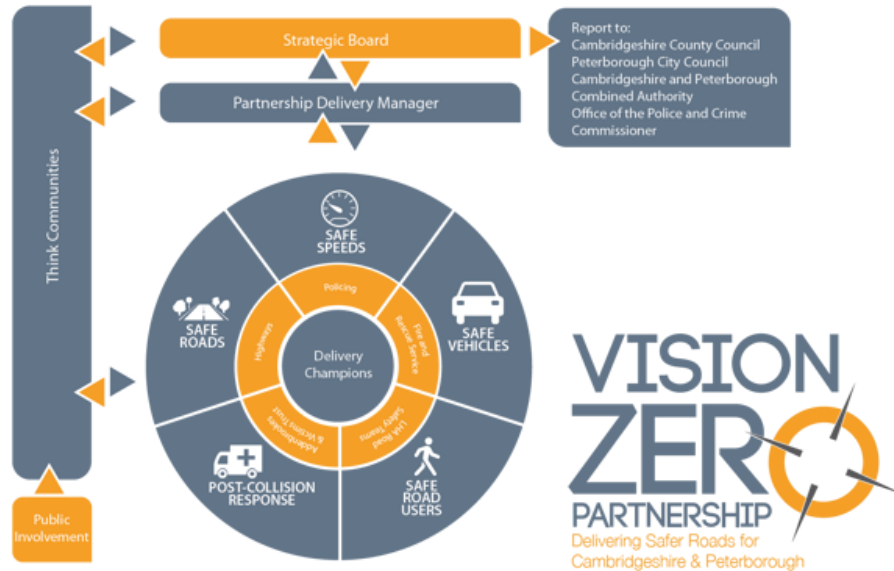
| | |
|-------------------|---|
| 1. Purpose | |
| 1.1 | To provide an update on the development of the e-scooters, including the emerging position with regards to the legislation, for Members to note. |
| 1.2 | To provide an update on the work of Vision Zero in addressing a key performance indicator for the Combined Authority to reduce the number of people killed or seriously injured on the region's road network. |

| | |
|--------------------|---|
| 2. Proposal | |
| | EScooters |
| 2.1 | When parliamentary time allows, government intends to introduce a new vehicle category of 'Low Speed Zero Emission Vehicles' (LZEVs) to sit alongside other existing vehicle categories. Therefore, creating a new flexible regulatory space for micro mobility. Secondary legislation will enable government to decide which vehicles are placed in this category on a case-by-case basis. Government intends to re-classify e-scooters as LZEVs first, subject to consultation. |

| | |
|------|--|
| 2.2 | In addition to creating a new vehicle class further legislation will look to introduce a new licencing framework. The licencing framework would cover shared cycles, e-cycles, e-scooters as well as future LZEVs. |
| 2.3 | Any business above a certain size wanting to run a public rental scheme will need a licence to do so from their local authority. Currently the thinking is that licencing issuing powers will be granted to the Strategic Transport Authority. The Combined Authority, as the Strategic Transport Authority will have discretion over how many licences they grant and to which operators. |
| 2.4 | Government's current view is that the licencing framework will contain standardised licence conditions, bespoke licence conditions, application and appeals processes and enforcement powers. |
| 2.5 | The standardised conditions could include minimum vehicle compliance, technical and safety standards, and data sharing. Bespoke conditions provide the Transport Authority with the flexibility to determine and set specific conditions for the area, which could include fleet size, operating area, approach to bike/e-scooter parking and potentially introduce a fee to operate. |
| 2.6 | The DfT aims to ensure that the application process for licences is competitive, coherent and sector specific and is expected to be accompanied by an appeals process. |
| 2.7 | It is intended under the licencing framework to make it a criminal offence to operate a rental scheme without a licence. Additionally, subject to engagement and through secondary legislation the DfT hope to introduce civil enforcement powers to tackle non-compliance by operators within the framework, such as financial penalties and warning notices. |
| 2.8 | Currently, no timeframe has been set for the introduction of legislation for the creation of the new vehicle category or licencing framework. However, for the Combined Authority there is a number of areas to consider with the potential for shared rental schemes to be licenced. The Combined Authority would need to agree its bespoke requirements, such as number of licences, locations of operation and fleet size. |
| 2.9 | Additionally, with the potential granting of licencing powers comes the responsibility of not only issuing licence(s) but ensuring that the requirement of the licence(s) is being met and how this work may be funded. It may be that it is funded through a profit-sharing requirement with any licensee – but further work would be needed to determine the best way forward. |
| 2.10 | In the meantime, the current trial continues to the end of May 2024 and the next steps for the trials is not yet known. |
| | Vision Zero |
| 2.11 | The emerging Local Transport and Connectivity Plan stated that the Combined Authority “ <i>will continue to work closely with the Cambridgeshire and Peterborough Vision Zero Partnership to achieve our overarching safety goals – with regular direction given to and from the Combined Authority Board. [With] the aim of Vision Zero is to have zero road fatalities or life-changing injuries on the region’s transport system by 2050. This will ensure we contribute to the global commitment to improve road safety made through the Stockholm Declaration. This ambition sets the tone of what we are seeking to achieve. We will continue to adopt local targets to measure and monitor progress. Given the international adoption of a 2030 target of a 50% reduction in road deaths and serious injuries using a 2021 baseline, this is a suitable target for the Vision Zero Partnership</i> ”. |
| 2.12 | The Vision Zero Partnership is committed to preventing all road deaths across Cambridgeshire and Peterborough and to significantly reduce the severity of injuries and subsequent costs and social impacts from road traffic collisions. Vision Zero is a road safety partnership strategy adopted and built on, incorporating the international Safe System policy approach for Cambridgeshire and Peterborough. |
| 2.13 | The overall vision and long-term goal for the Vision Zero Partnership is to achieve Vision Zero, where no people are killed or severely injured on the partnership’s roads. This will be achieved by the adoption of local targets to measure and monitor progress. Given the international adoption of a 2030 target of a 50% reduction in road deaths and serious injuries, this is a suitable target for the Vision Zero Partnership. The aims of the Vision Zero partnership are: <ul style="list-style-type: none"> • To prevent road users from being killed or seriously injured (KSI) through a coordinated approach, using Safe System principles. • To reduce the social impact of road casualties, at an individual, family, and community level. |

- To reduce the cost to public agencies in dealing with the impact of road collisions.
- To develop a financially sustainable model of delivering road safety activity across Cambridgeshire and Peterborough.

2.14 The Vision Zero structure formalises the relationship with the people of Cambridgeshire and Peterborough. Essentially the strategy is a mechanism for empowering and working with local communities to harness their energy to deliver local priorities, like road safety. It provides an opportunity for local communities to influence the activities undertaken by the partnership, in return for providing a resource to enhance the capabilities of the partner organisations. It means that the public has an opportunity to influence all levels of the Partnership.



2.15 The Vision Zero Partnership develop and implement a number of initiatives, including *RideFree* that focuses on improving the environment for the motorcycle users. The Vision Zero Partnership was heavily involved in the development of the scheme and its role now is to promote the benefits of *RideFree* and signpost new riders to local trainers who are delivering it.

RideFree Initiative

RideFree is an initiative developed in the East of England between Highways England, the Driver, and Vehicle Standards Agency (DVSA), road safety partnerships (including the Vision Zero Partnership), motorcycle industry representatives and approved training bodies. *RideFree* involved a lengthy evidence-led process. It started with a review of motorcycle initiatives in the East of England, alongside in-depth collision analysis. These revealed that young motorcyclists were often not the focus of road safety interventions, despite being involved in collisions. Experts from the region came together to understand the reasons why young motorcyclists are involved in collisions, examining the casualty data and other research.

2.16 A 'behavioural diagnosis' was performed, to understand the influences on behaviour and the opportunities to engage with them. The result was the development of two enhanced versions of Compulsory Basic Training (CBT), created with industry experts and psychologists. These were tested in a randomised controlled trial (RCT) to understand the effect of the enhancements.

2.17 The results were positive, particularly for the version involving pre-eLearning. As such, DVSA is rolling out the scheme nationally to enable all young novice riders to benefit from being better prepared and having the time to improve their knowledge and attitudes before their training.

2.18 *RideFree* is a good example of partnership working and of looking out and up to other agencies who can support the development of an evidence-led scheme (national government, industry associations and research bodies). *RideFree* embedded data and evaluation in its development and has been recognised in national road safety awards.

3. Background

| | |
|-----|---|
| 3.1 | In the summer of 2020, the Department for Transport (DfT) fast tracked the introduction of trials for e-scooters to support a green restart of local transport. The Combined Authority with its partners and operator VOI, launched in October 2020 the e-scooter trial in Cambridge. |
| 3.2 | At its meeting on 19 October the Combined Authority Board approved the extension of the e-scooter trial in Cambridge to 31 May 2024. |
| 3.3 | In the May 2022 Queens Speech, the government announced its intention to introduce legislation on the future of transport, including a new vehicle category, as part of a Transport Bill. |

4. Appendices

| | |
|-----|---|
| 4.1 | Appendix A – E-Scooter Safety and Carbon Information: Briefing Note |
|-----|---|

5. Implications

Financial Implications

5.1 None.

Legal Implications

6.1 There are no legal implications for CPCA as a result of this report.

Public Health Implications

7.1 None.

Environmental & Climate Change Implications

8.1 None.

Other Significant Implications

9.1 None.

Background Papers

10.1 None.