



<b>Transport &amp; Infrastructure Committee</b>		Agenda Item
<b>13 March 2024</b>		<b>6</b>
Title:	E-Scooter Trial Update	
Report of:	Anna Graham, Transport Programme Manager	
Lead Member:	Cllr Anna Smith, Lead Member for Transport	
Public Report:	Yes	
Key Decision:	No	
Voting Arrangements:	A simple majority of voting Members	

Recommendations:	
A	Recommend to the Combined Authority Board to approve the extension of the e-scooter trial to 31 May 2026.
B	To seek approval in principle to submit to the Department for Transport (DfT) a proposed boundary change to the existing trial area.

Strategic Objective(s):	
The proposals within this report fit under the following strategic objective(s):	
X	Achieving ambitious skills and employment opportunities
X	Achieving good growth
X	Increased connectivity
X	Enabling resilient communities
	Achieving best value and high performance
Sustainable transport is a key priority for improving connectivity and enabling resilient communities. Within the Local Transport and Connectivity plan there is a commitment to reduce road traffic by 15%. To achieve the ambitions within the LTCP and the Combined Authority's Strategy and Business Plan 2023/24 requires the Combined Authority to offer a choice of sustainable modes of transport.	
<a href="#">Cambridgeshire and Peterborough Combined Authority Strategy and Business Plan 2023 / 24</a>	

1. Purpose	
1.1	To seek the Transport and Infrastructure Committee's agreement to extend the e-scooter trial to 31 May 2026 and to agree that this be recommended to the Combined Authority Board for approval.
1.2	Additionally, to seek approval in principle that a proposed boundary change to the trial area is submitted to the Department for Transport for their consideration and approval.

## 2. Proposal

- 2.1 The Department for Transport (DfT) contacted trial areas in November 2023 asking for the trials to be extended to 31 May 2026. This enables DfT to build on current learning across areas including usage, safety, and environmental impacts, and to explore changing travel patterns since the coronavirus pandemic, as e-scooters become more embedded in public life.
- 2.2 Following the DfT's proposal to extend the duration of the e-scooter trial by a further two years, the Combined Authority sought officers' views from Cambridgeshire County Council, Cambridge City Council (CCC), South Cambridgeshire District Council (SCDC) and Cambridgeshire Police, who are supportive of the trial period being extended. Cambridgeshire Police have particularly highlighted the need for further legislation to regulate the private e-scooters.
- 2.3 Since the start of the trial a total of 3 million trips have been taken using a Voi e-scooter or e-bike, replacing 980,000 car trips, and reducing CO<sub>2</sub> emissions by 469 tonnes. The trial continues to demonstrate that e-scooters are providing an alternative for travel that year on year continues to grow. Appendix A E-Scooter Data Report provides insight to the progress of the trial.
- 2.4 In January 2024, the DfT provided a further update to trial areas, offering the opportunity to request changes to the geography and/or fleet size for the e-scooter trial, with a focus on new strategic objectives.
- 2.5 Requests for changes must be formally made between 17 January and 5 April 2024. DfT will confirm the outcome of the request before the end of May 2024 for inclusion in the Vehicle Special Orders (VSOs), which will come into force on 1 June 2024 and expire on 31 May 2026.
- 2.6 From 1 June 2024 DfT will revert to the usual change request process with changes agreed by exception only.
- 2.7 Given this appears to be a one-off opportunity to apply for a change in the trial boundary, officers are including areas within the application form that may need further detailed discussion to become operational, either with elected members and/or Voi, the Cambridge e-scooter operator. It may be areas do not become operational if further detailed discussions cannot resolve local concerns. Adding locations into the proposed trial area at this time will be easier than trying to seek DfT agreement later when changes are by exception only.
- 2.8 As detailed in the Local Transport and Connectivity Plan (LTCP) there is a commitment to reduce road traffic by 15%. To achieve the ambitions within the LTCP will require the Combined Authority to offer a choice of sustainable modes of transport.
- 2.9 Initial discussions with officers from the County Council, CCC and SCDC focused on looking at extending the boundary to include commuting areas. The County Council provided travel to work data for 2023, comprising responses from 4,000 participants from key areas of the Science Park, Business Park, Jesus College, Wellcome Genome Campus and Northstowe. The starting locations showed noticeable clusters in areas outside Cambridge City.

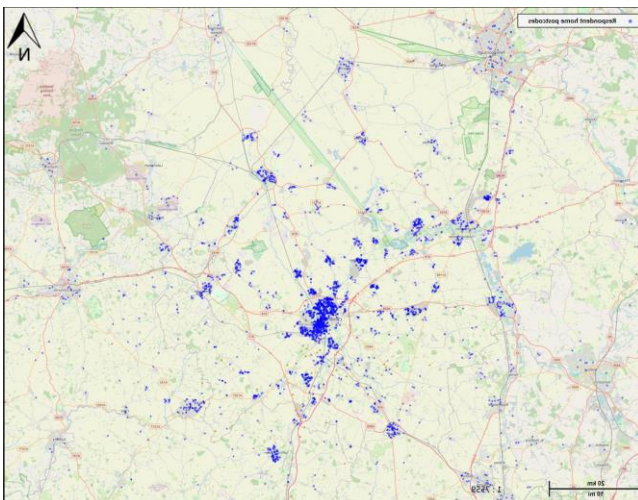
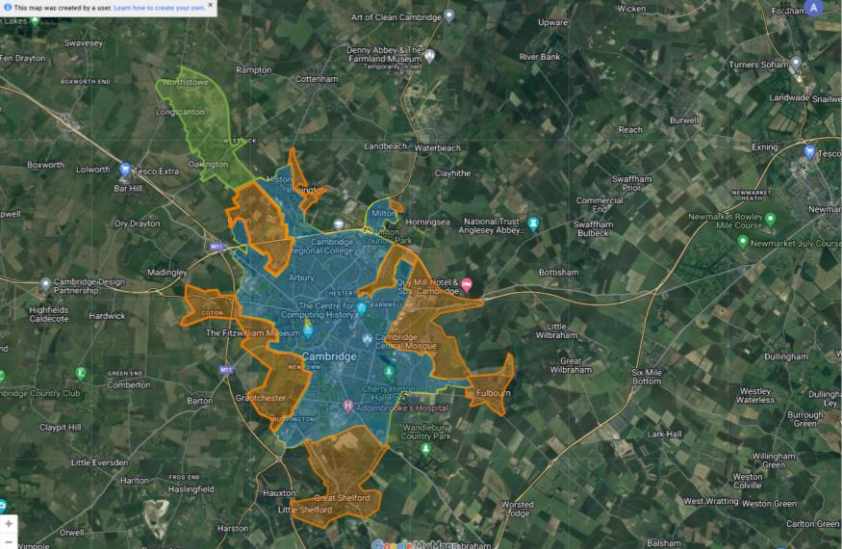


Figure 1 Respondent home postcodes

2.10	<p>Additionally, Voi were able to provide details from their last survey which asked, 'please share where you'd like to be able to go with a Voi e-scooter'. The below is the list of results,</p> <ul style="list-style-type: none"> <li>• From Girton to Histon, via Gatehouse Rd (appears as New Rd on Google Maps). From Whitehouse Ln (Girton) to Histon Rd (Cambridge) via bike path. The bits of Eddington that are technically in Girton (a village partially served by Voi);</li> <li>• Great Shelford;</li> <li>• Grantchester;</li> <li>• Full extent of Trumpington Meadows;</li> <li>• Teversham;</li> <li>• Marleigh Development &amp; Ice Rink on Newmarket Road;</li> <li>• Other villages (Coton, Hauxton, Waterbeach, Cottenham, Longstanton);</li> <li>• Laundry Farm (and College Sports grounds) on Barton Road;</li> <li>• Ditton Meadows;</li> <li>• Guided busway;</li> <li>• Whole Eddington site; and</li> <li>• Fulbourn.</li> </ul>
2.11	<p>A map showing the existing trial area (in blue – Figure 2) with proposed additional trial areas (in orange and green – Figure 2) was prepared to aid discussions and help identify where engagement may need to take place, Figure 2:</p>  <p><i>Figure 2 Initial proposed area for e-scooter trial expansion</i></p>
2.12	<p>With this map, SCDC engaged with elected members of the District and Parish Councils, to seek their initial feedback and gauge support for their area being included in the application to DfT for expanding the trial area. SCDC contacted 35 elected members (Parish and District), 20 members were supportive, 3 were maybes (Parish Councils wishing to seek further engagement within their own council) and at the time of writing 11 members had not yet responded.</p>
2.13	<p>Whilst the Combined Authority recognise that there has been insufficient time to have detailed conversations with representatives, in general members were supportive, with a small number highlighting specific areas for further discussion but did agree for their area to be included in the application to DfT.</p>
2.14	<p>Similarly, the County Council contacted County Councillors for their views and again, members were generally supportive of the trial expanding beyond the current operational area.</p>
2.15	<p>During this short period of engagement, the GCP highlighted including the areas where greenway projects are being progressed, namely the connection to Babraham, Horningsea and out towards the Haggis Farm roundabout along the Barton Road.</p>

2.16	Horningsea and Babraham are to be included in the application to expand the geography of the trial area, but subject to further discussion with Voi about operational viability and further engagement with members. Whilst it is proposed to extend the boundary along the Barton Road to include the University of Cambridge Laundry Farm – facilitating both access and supporting the University’s travel at work pilot with Voi – extending beyond this area seemed unbeneficial.
2.17	Further to these additional areas, the County Council and an elected member were keen to see the inclusion of Waterbeach, capturing the new housing and commuters. E-scooters could also help to facilitate short journeys to the train station.
2.18	Whilst it is the intention to include Waterbeach within the application, it is subject to Voi’s considerations for operational viability and further engagement with members. It should also be noted that discussions are ongoing about the most appropriate route for e-scooters to access Waterbeach from Cambridge given the proximity of the cycle route to the A10.
2.19	Cambridgeshire Police, in principle, are supportive of the trial area being expanded, and like the Combined Authority, would be concerned about the close proximity to A roads without some very clearly identifiable safe pathways.
2.20	Other areas, such as St Ives and Cambourne were considered, however, were discounted due to operational challenges at this time. These include being able to rebalance the e-scooter stock in the area from the current Voi warehouse. It is the intention of the Combined Authority to develop a micromobility strategy that will inform the future delivery of e-scooters and understanding of legislation changes.
2.21	The application to DfT about the proposed boundary will be updated and approved for submission by the Executive Director for Place and Connectivity.

### 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 2022 the Combined Authority Board approved the extension of the e-scooter trial in Cambridge to 31 May 2024.
3.3	Voi operates approximately 850 e-scooters and 150 e-bikes in Cambridge and has created 18 jobs in Cambridge, from mechanics to fleet specialists and all remunerated above the living wage.
3.4	The Kings Speech on 7 November 2023 set out the government’s legislative priorities for the parliamentary session. The government is not planning to legislate for micromobility in this parliamentary period.
3.5	In due course, the Combined Authority will seek to investigate the feasibility of incorporating this type of initiative into the urban landscape of Peterborough city. This exploration will involve collaboration with central government, potential suppliers, and the City Council.

### 4. Appendices

4.1	Appendix A - E-Scooter Data Report.
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### 5. Implications

#### Financial Implications

5.1 None.

#### Legal Implications

5.2	There are no specific legal implications identified as arising as a result of the implementation of the recommendations in this report, however Legal Services should provide advice and support on any legal aspects of extending the trial.
5.3	Upon approval of the trial extension the Concession Contract between the Combined Authority and VOI shall be extended to 31 May 2026.
5.4	During this two-year period, it will be necessary to prepare procurement documentation in readiness post May 2026.
5.5	Upon approval of the trial extension the DfT will issue an updated Vehicle Special Order (VSO) enabling the use of e-scooters as part of the trial.
5.6	Subject to the approval by the Transport and Infrastructure, and the DfT to extend the trial area it will be necessary to update the Traffic Regulation Order that enables the trial e-scooters to use the cycleways and busways.
Public Health Implications	
5.7	The mode shift data does show people using e-scooters rather than walking to their destination, this is most notable in the winter months and likely due to the weather, however, e-scooters provide choice for travel and in some instances enabled people with a disability, impairment, or condition to travel.
5.8	The mode shift from car to e-scooter is most notable in the autumn reducing in the winter. The mode shift ranges from 22% to 36% moving from car to e-scooter for their journey. This has enabled a reduction of 469 tonnes of CO <sub>2</sub> emissions.
5.9	The accident rate per million kilometres has fallen over the trial period as users become more experienced and familiar with the service.
Environmental & Climate Change Implications	
5.10	The data from the trial show that e-scooters are providing an alternative to the car for short trips with approximately 980,000 car trips being replaced, saving 469 tonnes of CO <sub>2</sub> emissions and 91kg PM2.5 reduction – improving air quality.
5.11	The e-scooter trial supports the commitment within the LTCP for sustainable travel.
Other Significant Implications	
5.12	None.
Background Papers	
5.13	Combined Authority Board Paper – <a href="#">October 2022</a>
5.14	Transport and Infrastructure Committee – <a href="#">June 2023</a>