



Transport & Infrastructure Committee		Agenda Item
14 June 2023		6
Title:	E-Scooter Update	
Report of:	Anna Graham, Transport Programme Manager	
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee	
Public Report:	Yes	
Key Decision:	No	
Voting Arrangements:	Recommendation (a) no vote is required	

Recommendations:

A	Note the developing e-scooter legislation
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Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

	Achieving ambitious skills and employment opportunities
	Achieving good growth
X	Increased connectivity
	Enabling resilient communities

[Cambridgeshire and Peterborough Combined Authority Strategy and Business Plan 2023 / 24](#)

Sustainable transport is a key priority for improving connectivity and enabling resilient communities. Within the draft 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 will require the Combined Authority to offer a choice of sustainable modes of transport.

1. Purpose

1.1	To provide an update on the developing legislation for e-scooters for Members to note
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2. Proposal

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 micromobility. 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 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.

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.
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4. Appendices

4.1	None
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5. Implications

Financial Implications

5.1	None at this time
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Legal Implications

6.1	A concession contract between the Combined Authority and e-scooter operator VOI has been in place since October 2020 and can be extended up to five years. Currently the concession contract is agreed until 31 May 2024.
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Public Health Implications

7.1	DfT undertook a National Evaluation of Rental E-scooter Trials and found that rental e-scooters were most likely to replace walking journeys followed by car or taxi journeys. However, over time fewer e-scooter journeys were replacing walking trips, while mode shift from private vehicles increased.
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Environmental & Climate Change Implications

8.1	E-scooters and e-bikes provide a convenient alternative to using the private car for the first and last mile trips.
8.2	In addition, within Cambridge City VOI uses electric vans and e-cargo bikes to carry out its operations.

Other Significant Implications

9.1	N/A
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Background Papers

10.1	19 October Combined Authority Board Paper
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