



OFFICER DECISION RECORD

This form should be used to record Executive decisions taken by Officers

Decision Ref. No:			
Service Area:	Growth & Infrastructure	Date:	09/12/20
Contact Name:	Julian McLaughlin	Tel No:	01202 262100
E-mail:	julian.mclaughlin@bcpcouncil.gov.uk		
Subject:	BCP Participation in the Department for Transport's Rental E-scooter Trial		
Decision taken: BCP Council will participate in the Department for Transport's (DfT) initial trial of rental e-scooters. Emergency Traffic Regulation Orders will be introduced to permit legal use of e-scooters as per DfT requirements. The Council's existing Bike Share partner, Beryl, will deliver the pilot scheme which will be available in the Bournemouth and Poole areas of the conurbation.			
Reasons for the decision: Participating in the DfT's e-scooter trial will have the following key objectives:- <ul style="list-style-type: none"> • Reduce single occupancy car trips particularly for short journeys. • Improve air quality through the increased use of electric vehicles. • Improve health and wellbeing for residents. • Improve accessibility for residents, particularly in hilly areas. • Reduce car parking pressures. • Increase attractiveness of the conurbation as a key tourist destination. • Improve connectivity to key public transport interchanges, education, health care and employment sites. • Permit sharing of trip data to enable targeting of capital investment in supporting infrastructure. • Support the development of business in the conurbation and create jobs. • Provide invaluable evidence for the DfT's trial to consider legalising the use of e-scooters in the future. 			
Background: The DfT has fast tracked trials of rental e-scooters to support a "green" restart of local travel and states " <i>E-scooters offer the potential for clean inexpensive travel</i> "			

that can help ease the burden on transport networks and allow for social distancing”.

<https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking>

The DfT has been actively seeking Local Authorities to work in partnership to trial e-scooters for 12 months. The trials will “take place in a safe and controlled way” and seek to “gather robust and meaningful data” on the benefits of e-scooter use. Full consultation with all users will take place and ultimately inform future Government Policy.

Regulatory changes were introduced this Summer to allow for pilot rental e-scooters schemes. These changes have made it possible to run a trial in all areas signed as cycle lanes and cycle/shared use facilities, on carriageway with the exception of pedestrian zones in Poole and Bournemouth. The ETRO process will be used to advertise these changes.

The trials will only lift legal restrictions on the use of rental e-scooters (provided by companies licensed by the DfT) and not privately owned e-scooters.

The DfT has now started trials with a number of Local Authorities including Milton Keynes, Nottingham, Cambridgeshire, Liverpool, Redditch, Stafford, Slough, Norwich, Isle of Wight, Bristol and Bath. Initial feedback has been very encouraging with impressive usage figures of between 8-10 per day per e-scooter.

The e-scooters in Norwich and the Isle of Wight are being delivered by Beryl, the current incumbent operator of BCP’s successful dockless Bike Share scheme. Since launch in June 2019 performance of the BCP Bike Share scheme has far exceeded expectation with 250,000 journeys undertaken covering over 1 million km.

Beryl are therefore well placed to deliver a safe and compliant e-scooter scheme for BCP. They have an established maintenance facility (within the Council’s depot at Southcote Road) and a local team of mechanics to repair and redistribute the e-scooters. The availability of over 250 parking bays will ensure the service remains well managed. It is proposed that the scheme will launch on 25 January 2021 with 25 e-scooters, with numbers rising to a maximum of 250 as demand increases during the trial.

A key requirement of the DfT’s trial is that a defined “geo fenced” operating area is provided within the Local Authority area. Following discussion with the operator, the trial area will be within Poole and Bournemouth only. Both the demographic of users and topography of these areas are ideal for a trial, ensuring maximum availability of e-scooters where demand is highest. The River Stour also provides a clear, easily understandable boundary for users of the scheme.

The Beryl e-scooter operation in Norwich has operated for three months so far and shown a 15% switch from private car showing modal shift can be achieved.

Consultations undertaken:

- **Portfolio Holder** Supportive of trial as keen to see an expansion in usage of electric vehicles and will provide an innovative, low cost, zero carbon sustainable transport option.
- **Procurement** have confirmed that due to unproven demand for this concession it would be appropriate to award a short term (up to 21 months) contract to Beryl as our incumbent bike hire concessionaire as a pilot. Following this trial, if demand is evidenced then BCP will follow with an openly advertised opportunity for e-scooters. This will be informed by the completion of the DfT research and also gives time for the UK market to develop.
- **Growth & Infrastructure, Destination & Culture, Environment,** Various officers including Passenger Transport, Network Management, Tourism (for Seafront) and Parks. Supportive of trial.
- **Dorset Police** Task & Finish Group set up to monitor e-scooter and Bike Share use with Beryl and Council.

Finance and Resourcing Implications:

- E-scooters will be provided and maintained commercially by the operator at no cost to the Council.
- Experimental Traffic Regulation Orders (ETROs) will need to be implemented to facilitate the use of e-scooters. The ETROs will need to be monitored and formal objections received, acknowledged and summarised at the end of the trial. – a budget for this has been identified and is available.
- Day to day management of the scheme will be undertaken by the operator. The Council's Sustainable Transport Team within G&I will oversee the project as an extension of the current Bike Share scheme. No additional staffing resource is required.

Name: Daniel Povey**Date: 23/12/20****Signature (of Assistant Chief Finance Officer):** Redacted**Legal Implications:****Name: Susan Zeiss****Date: 18/02/2021**

Redacted

Signature (of Monitoring Officer):**Risk Assessment:**

- A key aspect of the DfT's year long trial is to determine the use of e-scooters in a safe and controlled way. During the trials, they will be continue to be classified as motor vehicles, meaning that users must have either a valid provisional or full driving licence. This must be scanned and verified by

the operator before an e-scooter can be unlocked. This requirement therefore limits users to 16+ years of age.

- E-scooters must also be covered by a motor vehicle insurance policy, provided by the rental operator.
- E-scooters have a limited maximum speed of 12.5mph and a limited engine size to reduce acceleration.
- Helmets (whilst recommended by the DfT) are not compulsory and would be down to individual choice if worn. This is the same as the current Bike Share scheme. Similarly it is recommended that training is offered by the rental operator, but again is not compulsory.
- E-scooters have a similar road presence to cycles so following the revised legal framework set in place by the DfT will therefore be able to operate on roads, in cycle lanes and on shared use paths. They will not be able to be ridden legally on pavements. This will be clearly explained to users via the App. Enforcement can only be undertaken by the Police.
- The consolidation orders for both Poole and Bournemouth will be amended to permit e-scooter use using the ETRO process. Note there are no prescribed signs that would legally permit e-scooters to pass through the 'no motor vehicle' signs on the entry to Pedestrian areas.
- If parked on the footway, in Beryl bays, then technically the e-scooter would be a motor vehicle committing a parking offence in some areas. However it would not be reasonable for the Council (as in other trial areas) to enforce this.
- Beryl have an established maintenance facility (within the Council's depot at Southcote Road) and a team of mechanics to repair and redistribute the scooters. The availability of over 250 marked and geo-fenced parking bays at key destinations will ensure the service remains well managed. A £5 convenience fee will be payable by users that leave an e-scooter out of a bay. This will ensure over 90% parking compliance and avoid e-scooters causing an obstruction on pavements.
- Covid-safe additional cleansing and operating procedures have been agreed for the Bike Share scheme and these will also be extended to e-scooters.

Name: Nick Phillips

Date: 01/12/20

Signature (of Officer Completing Assessment): Redacted

Impact Assessments:

- EIA attached as Appendix A
- The trial will include full consultation with both users / non-users of the scheme to determine the effects of an e-scooter scheme.

Information for publication / not for publication

- Information for publication

Background Papers

<https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking>

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/938347/FoT-Regulatory-Review-Summary-of-Responses-Accessible.pdf

<https://www.gov.uk/government/publications/e-scooter-trials-guidance-for-local-areas-and-rental-operators/e-scooter-trials-guidance-for-local-areas-and-rental-operators>

Any declaration of interest by the Officer responsible for the decision

Nature of Interest

No

Note: No Officer having an personal financial interest in any matter should take a decision on that matter. Other interests of a non-disqualifying matter should be recorded here.

Any conflict of interest declared by a Cabinet Member who is consulted by the Officer taking the decision

Name of Cabinet Member

Nature of interest

Details of any dispensation granted by the Monitoring Officer

No

Decision taken by: (print name and designation)

Julian McLaughlin, Service Director, Growth & Infrastructure

Redacted

Signature:

Date of Decision: 9th Dec 2020

Date Decision Effective: 9th Dec 2020

Date of Publication of record of decision: (to be inserted by Democratic Services)

Note: A record of this decision should be kept by the Service Area within which the decision falls.