

Chief Officer: Director of the Built Environment	Dated: 20/04/2021
Subject: City of London Corporation participation in e-scooter trials	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	9
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain's Department?	Y/N
Report of: Director of the Built Environment	For Decision
Report author: Giacomo Vecia, Strategic Transportation Officer	

Summary

In July 2020 Planning and Transportation Committee agreed to participate in the pan-London rental e-scooter trial, subject to the terms of that trial meeting the City Corporation's requirements.

Transport for London have completed a procurement process to identify the rental e-scooter operators that will be granted legal permission to launch schemes in participating boroughs and the City. Those operators – Dott, Lime and Tier – are required to meet a set of operational and contractual terms throughout the duration of the trial.

TfL has informed participating local authorities that a series of minor amendments are planned to the operational and contractual terms. Officers note that none of the amendments impact core elements of the terms and do not have a material impact on the terms of the trial more generally.

The previous Committee report delegated the final decision to participate in the London rental e-scooter trial to the Chief Officer in consultation with the Chair and Deputy Chairman of the Planning & Transportation Committee and the Chairman and Deputy Chairman of the Streets & Walkways Sub-Committee.

Recommendation(s)

To approve the City of London Corporation's participation in the London rental e-scooter trial, including signing the necessary contractual and participatory documentation to enable the trial to commence in the City.

Main Report

Background

1. As part of their e-scooter review and in response to reduced public transport capacity as a result of the COVID-19 pandemic the Government has fast-tracked legal processes to allow trials of rental e-scooter schemes.
2. In July 2020 Planning and Transportation Committee agreed to participate in the pan-London rental e-scooter trial, subject to the terms of that trial meeting the City Corporation's requirements.
3. Members agreed to delegate the final approval to participate in the trial to the Director of the Built Environment in consultation with the Chair and Deputy Chairman of the Planning & Transportation Committee and the Chairman and Deputy Chairman of the Streets & Walkways Sub-Committee.
4. Due to legal complications associated with cycle track legal designations in London the finalisation of trial operational and contractual terms and the procurement of trial operators were delayed into Spring 2021 to allow TfL and the DfT to resolve the issue. All other trial preparations continued in the meantime, including designating dedicated parking bays for rental e-scooter parking across the City.
5. TfL has now completed the procurement process to identify the rental e-scooter operators that will be granted legal permission to launch schemes in participating boroughs and the City. Those operators – Dott, Lime and Tier – are required to meet a set of operational and contractual terms throughout the duration of the trial, which is set to last 12 months with the potential for a 6-month extension.

Trial Operational and Contractual Terms

6. Officers shared the draft operational and contractual terms TfL provided to operators during the procurement process to the Chair, Chairman and Deputy Chairman of Planning and Transportation and Streets and Walkways Committees. A summary of those terms is included below (with page references to the Trial Operational Terms, available upon request):
 - Ensuring operators take out and maintain appropriate insurances for themselves and their users, as well as appropriate public liability insurance (see page 3)
 - Seeking no more than three operators to participate in the trial (see page 4)
 - The use of a dynamic fleet capping which allows for maximum vehicle deployment caps to increase or decrease across the trial area in response to operator performance against trial key performance indicators (see page 8)

- Permitting vehicles to be parked only in designated parking bays or areas as determined by the relevant borough or TfL (see page 13)
 - Retaining the ability to make operators liable for the cost of removal and storage of inappropriately parked vehicles that pose obstructions or dangers (see page 14)
 - Requiring that operators ensure their vehicles are not ridden on footways and other pedestrian areas (see page 19)
 - Giving local authorities powers to designate “no-go” and “go-slow” areas to prohibit and slow e-scooter use respectively (see page 19)
 - Extensive data sharing requirements (see pages 20-24)
 - Additional vehicle construction, design and safety requirements above those mandated by the DfT including but not limited to having a bell or acoustic warning device fitted, having a unique identification number on each vehicle, and having a means of location-based (GPS) speed restriction and motor deactivation to automatically and remotely limit maximum speeds (see page 26)
 - Expecting operators to recommend and promote the use of helmets to users (see page 27)
 - Ensuring operators have strategies or measures in place to minimise high risk behaviours (see page 28)
 - Requiring operators to work with local authorities, TfL and the police when emergencies or special events occur, such as a COVID-19 “second wave” (see page 30)
 - A fee structure and process to apportion collected fees to participating local authorities to fund aspects of the trial (see pages 32-36)
7. TfL has informed participating local authorities that a series of minor amendments are planned to the operational and contractual terms following negotiations with selected operators. A summary of those minor amendments is included below:
- Reducing the maximum speed limit at the start of the trial to 12.5mph (from 15mph)
 - Changes to the Operational Board Terms of Reference, including contract management and specification responsibilities

Trial launch and next steps

8. At the time of writing a trial launch date has not been set. TfL and participating boroughs are aiming to launch the trial in late May or early June. Following trial launch, operators will deploy their e-scooters across the trial area and the public will be able to rent and use these scooters in approved areas.
9. Parking provision has been provided for the trial through our temporary COVID response measures. Works are ongoing to audit and prepare these locations for trial launch.
10. A detailed Equalities Impact Assessment is being prepared to support the trial and inform trial development. A map of areas where rental e-scooters will be limited to lower speeds or restricted from entering entirely is also being

prepared alongside this EqIA in consultation with the City of London Police and other internal stakeholders. These works will minimise the negative impacts of the trial on other City street users. Both documents are available as internal sensitive working drafts.

Corporate & Strategic Implications

11. The trial support the delivery of Corporate Plan Outcome 9: We are digitally and physically well-connected.
12. The City of London Transport Strategy (Proposal 28) sets out our approach to improving cycle hire in the Square Mile. While rental e-scooters schemes technically fall outside the remit of this proposal their benefits and challenges will be similar. The need for designated parking areas is also included in Proposal 17: Keep pavements free of obstructions.
13. The trial will provide the data to understand how e-scooters might impact the City of London Transport Strategy and Mayor's Transport Strategy (MTS), as well as helping to inform the DfT's consideration of whether to provide a statutory basis for e-scooters to be used in England, Scotland and Wales, following the trials
14. The trial will form part of the Future City Streets Programme (Proposal 42).
15. The trial also supports our Climate Action Strategy through providing a potentially green and sustainable alternative to private car and capacity restrained public transport.
16. There is a possible reputational risk to the City Corporation if innovative approaches to supporting COVID-19 recovery and increasing sustainable and healthy transport modes are not carefully considered. There are also possible reputational risks if potential adverse impacts of rental e-scooter scheme operations are not carefully managed.

Legal implications

17. The City Corporation has no jurisdiction over the legality of e-scooters. Any trial conducted by the City will be fully compliant with any laws and regulations as set out by the DfT.
18. The trial could also help inform Corporation policy and possible representations on and consultations to future legislation to legalise scooters for general use.

Financial implications

19. A permitting scheme has been agreed with operators that will generate revenue for boroughs and TfL during the trial, offsetting some of the costs associated with preparing for and participating in the trial.
20. Costs of deploying additional parking bays for e-scooters will likely be met by existing budgets supporting temporary COVID-19 related interventions.
21. Additional costs will be incurred if the City Corporation has to remove e-scooters deemed to be causing a danger from the streets in default of the operator removing them. Removal and storage costs would be incurred in

these circumstances and will be recovered through charging operators for removal.

Health Implications

22. Well managed rental e-scooter schemes have the potential to reduce the number car journeys within central London, and potentially shift journeys from short taxi, private hire and public transport trips, with associated benefits to air quality and public health.
23. E-scooter use can also help people observe social distancing requirements while travelling.
24. Concerns exist around the safety of travelling by e-scooter, with some evidence suggesting users of e-scooters may be at higher risk of injury or casualty than other road users on comparable vehicles such as e-bikes and mopeds in areas with higher speed limits. DfT has deemed this risk to be manageable and mitigatable given its decision to legalise rental e-scooters in the UK.

Equality Implications

25. A detailed Equalities Impact Assessment is currently being prepared in consultation with internal and external stakeholders, including the City of London Police and protected characteristic groups.
26. E-scooter activity in the City will be closely monitored throughout the trial to understand impacts on vulnerable road users (e.g. visually impaired, wheelchair users). This is consistent with the public sector equality duty.

Conclusion

27. Officers note that none of the amendments impact core elements of the terms as described above and do not have a material impact on operation of the trial more generally. Given the Planning & Transportation Committee's previous conditional approval and the limited number of amendments to the final Operational Specification it is recommended that the City Corporation should agree to participate in the trial, including signing the necessary contractual documentation to enable the trial to commence in the City.
28. Should this recommendation be adopted a report will be brought to the July meeting of the Planning and Transportation Committee outlining relevant post-launch information, including parking capacity and expansion planning, trial monitoring, and public engagement.

Background Papers

Rental e-scooter trial report July 2020

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