

Item No.	Classification: Open	Date: 10 March 2023	Meeting Name: Cabinet Member for Leisure, Parks, Streets and Clean Air
Report title:		E-scooter and E-bike parking stations	
Ward(s) or groups affected:		All	
From:		Director of Environment	

RECOMMENDATIONS

1. That the Cabinet Member for Leisure, Parks, Streets and Clean Air (“Cabinet Member”) approves the making of an Experimental Traffic Management Order (“ETMO”) to implement parking stations for e-scooters and e-bikes as detailed in Appendix 1.

BACKGROUND INFORMATION

2. In December 2022 Cabinet approved the Streets for People programme to deliver healthier neighbourhoods, cleaner air, thriving town centres and safer roads by providing opportunities for active travel.
3. This report provides an exciting opportunity to provide further opportunities for cycling and active travel in the borough through greater provision of e-bikes and e-scooters.
4. There is a growing demand for the use of both e-bikes and e-scooters and we are committed to enabling this increased growth and providing further provision for the residents of Southwark.
5. The implementation of parking stations will have a significant positive impact in making Southwark a cycle friendly borough and in reducing air pollution from vehicles.
6. To date Southwark Council (“the Council”) has been participating in the pan London e-scooter trial managed by Transport for London (“TfL”), this trial has been extended until May 2024.
7. In November 2022, the Cabinet Member approved trialling e-bikes in the borough until May 2024.
8. There is a need to increase e-scooter parking and to provide parking for e-bikes with the aim of providing adequate provision across the whole borough. This will be achieved through agreeing memorandum of understandings with the operators of e-bikes and e-scooters that will clearly stipulate the locations and the associated numbers of vehicles that may be deployed.
9. This report is seeking approval to implement an ETMO to implement the parking stations for the e-bikes and e-scooters.

KEY ISSUES FOR CONSIDERATION

Consultation

10. Officers have identified a list of locations to implement parking stations and consulted with the operators of e-bikes and e-scooters and ward councillors.

Experimental Traffic Management Order (ETMO)

11. This report recommends that the implementation of parking stations for e-scooters and e-bikes be managed through the implementation of an ETMO.
12. An ETMO would be made under powers contained within the Road Traffic Regulation Act 1984 ("RTRA") as amended. Regulation 22 of the Local Authorities; Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("1996 Regulations") sets out the requirements for making an ETMO. An ETMO can stay in force for a period of up to 18 months.
13. The order is experimental and as such, consultation and feedback will be considered during the period of the order and a decision made on whether the order should be made permanent. For most trials, this would be after a period of twelve to eighteen months.
14. There is no power of objection to the trial, so the trial can commence following the statutory seven day advertising period. During the course of the trial, the Council will consult with operators and ward councillors to understand how the trial is working in practice.
15. The consultation results, in conjunction with any feedback from the public, will form the basis of a report to the Cabinet Member on which a decision will be taken on the future of the trial.

Policy implications

16. The implementation of parking stations for e-bikes and e-scooters will meet all the missions of the Movement Plan (2019):
 - a. Mission 1 – Equity Framework: The connectivity increased by additional transport modes that will reduce pollution and enable modal shift whilst improving health and wellbeing via active travel increases;
 - b. Missions 2 and 3 – Benefit Mental and Physical Wellbeing: Active travel improves both mental and physical well-being whilst additionally reducing noise pollution from private vehicles;
 - c. Mission 4 – Reduce Traffic: Providing alternative modes of transport across the borough to supplement the pre-existing network of public transport, including the option for one way rides will help to reduce both short and longer journeys across the borough;

- d. Missions 5 and 6 – Streets for People and Support Businesses to Prosper: By reclaiming spaces from cars for parking and demarcating space from other vehicles, areas will be improved by reduction of journeys in private vehicles and improving spaces for a new class of vehicle. This will also support local businesses by improving the range of vehicle provision to access local businesses via local parking to high streets and destination areas;
 - e. Missions 7, 8 and 9: By transitioning to e-scooters and e-bikes, it is expected that journeys in private vehicles will be offset to reduce pollution and reduce danger of collision by also reducing number of private vehicles. The trials will also allow the Council to manage the change to greener transport modes and use data to understand and improve the service.
17. The implementation of this proposal will help to deliver the targets of the Council's Delivery Plan, in particular; milestone 26c.2 – Review trial of E-scooter/E-bike and consider permanent introduction.

Community impact statement

18. The policies within the Movement Plan have been subject to an equality impact assessment.
19. The recommendation is locally based and therefore will have greatest effect upon those people living, working or travelling in the vicinity of the area where the parking stations are located.
20. Any interventions that could pose a risk to pedestrians and motorists will be identified and adjusted as part of the road safety review and community feedback.
21. Pedal assisted e-bikes and e-scooters will help people with certain health conditions that the use of traditional cycles poses as a challenge.
22. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any particular community group.
23. The recommendations support the Council's equalities and human rights policies and promote social inclusion by:
 - providing highway improvements that reduce air pollution within each location and enable vulnerable communities to become more active

Equalities (including socio-economic) impact statement

24. An equality impact assessment has been carried out by TfL in relation to the pan-London e-scooter trial and will be monitored and updated as appropriate throughout both trials. The assessment was developed with engagement from various groups including the TfL Accessibility Forum

and its Independent Disability Advisory Group (IDAG). The assessment concluded that there were no detrimental impacts on a particular group with protected characteristics that could not be mitigated. Where practically possible and safe to do so, mitigations have been put in place in the form of high operator standards, beyond those set as minimum requirements by the Department for Transport.

25. At this stage, the Council does not consider there are any detrimental impacts on a particular protected group. However, as part of the trial itself the Council will monitor its impact on road users, particularly vulnerable road users (such as the elderly) to better understand how improvements can be made to mitigate any adverse effects.

Health impact statement

26. Active travel improves physical and mental wellbeing. A shift towards greater e-bike and e-scooter use and away from car use could also contribute to improvements in air quality, with associated health benefits. The assessment and monitoring of the impact on vulnerable road users is welcome.

Climate change implications

27. One key aim of the Council's Climate Change Strategy is to 'be a borough where walking and cycling becomes the default way to get around'. Part of meeting the borough's ambition of net zero emissions by 2030 includes a shift to active and public transport; road transport currently accounts for 15% of the borough's emissions.
28. The approval of these measures strongly support that ambition. Implementing these parking spaces will provide greater e-bike/e-scooter coverage for residents as well as a safer hire process. This report should lead to a greater number of residents using these vehicles rather than petrol or diesel vehicles, particularly for short journeys. Officers will monitor e-bike/e-scooter usage going forward.
29. These measures are also expected to reduce carbon emissions within the borough. When taking into account widely accepted emission factors on the average London commute and emissions emitted per mile by e-scooters, it is estimated that an e-scooter would produce around 50 times less carbon emissions than the average journey in London. This is an approximate figure and does not include inbuilt carbon emissions in the production, maintenance or leasing/operating processes related to e-bikes and e-scooters
30. A just and inclusive transition is at the heart of the Council's emerging climate policy. The trial prioritises the movement of people first and foremost. In delivering a safer and more equitable highway network, the measures are in accordance with the Council's approach to addressing the climate emergency.

Resource implications

31. The cost of implementing the parking stations is £57,000 which will be funded from the parking service revenue account.

Legal Implications

32. See advice from the Assistant Chief Executive – Governance and Assurance below.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Assistant Chief Executive – Governance and Assurance – AGG (02/23)

33. The Cabinet Member is asked to approve the recommendation to make an ETMO to implement parking stations for e-scooters and e-bikes throughout the borough. The ETMO will be made in accordance with s 9 of the RTRA and the procedure set out within the 1996 Regulations.
34. Should the Cabinet Member be satisfied with the contents of this report then they have the authority to make the decision recommended at paragraph 1 pursuant to paragraph 22, Part 3D of the Council's Constitution.
35. The Council has a duty, pursuant to section 149 of the Equality Act 2010, to have due regard in the exercise of its functions to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and persons who do not share it. Protected characteristics include age, sex, disability, pregnancy and maternity. Officers have considered the public sector equality duty as set out in paragraphs 22 to 23 of this report and have concluded that at this time the trial will have no detrimental impacts on a particular protected group or on the equality of opportunity under the Equality Act 2010. The trial will be monitored to understand any adverse effects as they arise.
36. Council Assembly on 14 July 2021 approved a change to the constitution to confirm that all decisions made by the Council will consider the climate and equality (including socio-economic disadvantage and health inequality) consequences of taking that decision. This has been considered between paragraphs 24 to 28 above.

Strategic Director of Finance and Governance (EL22/143)

37. The Strategic Director of Finance and Governance notes the recommendation to the Cabinet Member for Leisure, Parks, Streets and Clean Air ("Cabinet Member") approves the making of an Experimental Traffic Management Order ("ETMO") to implement parking stations for e-scooters and e-bikes.
38. The Strategic Director of Finance and Governance also notes the resource implications and the source of funding for the ETMO.

39. Staffing and any other costs associated with the recommendations in this report will be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Movement Plan 2019 http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809	Southwark Council Environment and Leisure Highways Network Development 160 Tooley Street London SE1 2QH	Dale Foden 0207 525 2045
IDM Pan London e-scooter trial and Southwark e-bike trial Decision - Pan London E-scooter Trial and Southwark E-bike Trial - Southwark Council	Southwark Council Environment and Leisure Highways Network Development 160 Tooley Street London SE1 2QH	John Wade 0207 525 0141
Streets for People Minutes Template (southwark.gov.uk)	Southwark Council Environment and Leisure Highways Network Development 160 Tooley Street London SE1 2QH	John Wade 0207 525 0141

APPENDICES

No.	Title
Appendix 1	Proposed e-scooter and e-bike parking stations

AUDIT TRAIL

Lead Officer	Matt Clubb – Director of Environment	
Report Author	John Wade – Head of Traded Services	
Version	Final	
Dated	6 March 2023	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Assistant Chief Executive – Governance and Assurance	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team	10 March 2023	