

Item No. N/A	Classification: Open	Date: 15 March 2024	Decision-maker: Cabinet Member for Climate Emergency, Clean Air & Streets
Report title:		Pan London E-scooter Trial and Southwark E- bike Trial	
Ward(s) or groups affected:		All	
From:		Director of Environment	

RECOMMENDATIONS

1. That the Cabinet Member for Climate Emergency, Clean Air & Streets approves the council's participation in an extension of the Pan London e-scooter trial until 31 May 2026.
2. That the Cabinet Member for Climate Emergency, Clean Air & Streets approves the extension of the trial of e-bikes in the borough until 31 May 2026 and agrees that the council enters into an extension to the existing memorandums of understanding with the two e-bike operators on the same terms.
3. That the Cabinet Member for Climate Emergency, Clean Air & Streets notes the proposal being considered by Transport for London (TfL) to implement a pan-London e-bike trial and the proposal to align the timings with the pan-London e-scooter trial.

BACKGROUND INFORMATION

E-scooter trial

4. In October 2022 the Cabinet Member for Leisure, Parks, Streets and Clean Air gave authority for the London Borough of Southwark to be included in the Department for Transport (DfT) pan-London trial of eScooters which is being managed on their behalf by Transport for London (TfL) until May 2024.
5. The DfT have now announced the extension to the trial of e-scooters until 31 May 2026.
6. Four Councils signed-up to the pilot at the start (Ealing, Hammersmith and Fulham, Kensington and Chelsea and Richmond) and there are now 10 participating boroughs councils signed up including Camden, City of London, Lambeth, Southwark and Westminster. Tower Hamlets

participates as a ride through borough.

7. Throughout the scooter trial utilisation has increased and we are now consistently the fourth most popular borough for trips showing the demand in the borough for such alternative transport modes.

E-bikes

8. In October 2022 the Cabinet Member for Leisure, Parks, Streets and Clean Air gave authority to trial e-bikes in the borough until May 2024.
9. Two operators signed memorandum of understanding to deploy e-bikes in the borough. Both memorandum of understandings are the same for each of the two operators. The memorandum of understandings include key requirements with regard:
 - numbers of e-bikes that can be deployed
 - data to be reported and frequency of reporting
 - management of bikes that are deemed to be causing an obstruction
 - key financials

KEY ISSUES FOR CONSIDERATION

10. This report is recommending that both the e-scooter and e-bike trials are extended because:
 - Both trials support the vision and objectives of the Council's Streets for People Strategy
 - Both forms of active travel are well used and in particular e-bikes
 - Both forms of travel are relatively new and as such a trial is deemed appropriate to continue to understand the requirements of managing both as effectively as possible

E-scooter trial

11. There have been 254,474 trips in Southwark to date (data from TfL trip tracking) out of a total 2,160,000 trips taken across the ten participating boroughs.
12. The majority of trips were taken in the north of the borough where there is a greater of number of parking stations.
13. There have been four incidents involving trial hire e-scooters in Southwark, one of which was a traffic collision.
14. Parking compliance in Southwark has been very good in that an average of 93.5% of e-scooters used have been parked in the designated parking stations.

E-bikes

15. Between May 2023 and January 2024 there were over 2.3 million trips on e-bikes in the borough.
16. At the start of the trial 600 bikes were being deployed, this was increased to 1450 bikes deployed in the borough in the Summer 2023.
17. Residents have raised concerns about badly parked bikes which we have acted on by:
 - Formally writing to the two e-bike operators that were not signed up to the memorandum of understanding requesting they do not operate in the borough, both of which acted upon our request
 - Working with the two operators of e-bikes signed up to our memorandum of understandings to ensure they continually review their processes and policies with a view to minimising this issue
 - Installing a further 147 parking bays in the Spring 2024 which will mean that 1900 bikes will be deployed from the Summer 2024 onwards.
18. We will continue to work with the e-bike operators to help mitigate this.

Proposed Transport for London e-bike trial

19. TfL have announced that they are working up a proposal to introduce a pan-London e-bike trial similar to the pan-London e-scooter trial in that TfL would procure a contract whereby e-bike operators would facilitate e-bikes across London in a uniformed approach.
20. TfL are looking to agree a specification with London local authorities and procure the contract with a view to starting the contract in August 2025 which is when the pan-London e-scooter contract would be re-let.
21. This proposed approach does not impact on this decision to extend both trials because once the detail of the TfL proposal is known, a report for decision by the cabinet member will be presented with a recommendation as to whether to opt in or opt of the scheme at that time.

Policy implications

22. The proposals contained within this report contribute to the delivery of the following objectives of the Streets for People strategy:
 - Objective 1: Reduce the need to own or use a car – by providing alternative transport methods (e-bikes and e-scooters)
 - Objective 5: Make walking, cycling and wheeling easier by providing more options to hire e-bikes and e-scooters from.

23. 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

24. E-bikes and e-scooters are an important way of encouraging healthy and safe travel. They support our Streets for People strategy, which sets out how we will improve the air we breathe in Southwark; address the climate emergency, and make our borough even greener and safer.
25. The usage of both forms of vehicle has been significantly positive, as set out in paragraphs 10-15 above. This is something we should celebrate; however, we know that residents have raised concerns about badly parked bikes and e-scooters. The council is aware of this and we are working with the providers to help mitigate these issues through the contract and memorandum of understanding that are in place with the operators and through the introduction of further parking bays.

Equalities (including socio-economic) impact statement

26. An equalities impact and needs analysis (EINA) has been undertaken on the whole project which has identified the extension of the trial of e-bikes and e-scooters will impact on the following protected characteristics:
- Age
 - Disabled
 - Pregnant/maternity
27. The EINA identified the following issues that could impact the above protected characteristic with the associated mitigations to be put in place which will be managed through the terms of the memorandum of understandings and TfL contract:

Description of issue	Mitigation	Timeframe
Vehicles causing obstruction	Reporting and management by operators Increase in parking provision	New batch of parking bays being delivered in March 24, next phase to further increase
Affordability	Discount schemes provided by operators	Ongoing
Lack of noise	Improvements to noise emitters by operators	Work in progress

Health impact statement

28. 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

29. 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 22% of the borough's emissions. The approval of these measures strongly support that ambition.
30. 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/e-bike 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.

Resource implications

31. The Traffic Manager is the appointed officer responsible for the e-scooter trial and sits on the TfL/London Councils working group.

Legal implications

32. None.

Financial implications

33. The income received from both the trial of e-scooters and e-bikes will contribute to the cost of traffic orders, parking suspensions (if required) and any other costs incurred by the council in facilitating the trials.
34. The e-bike trial applies a set fee for a minimum number of bikes to be deployed by each operator and a charge per bike that is deployed over and above the minimum requirement
35. The e-scooter trial applies fees in relation to administration costs, number of e-scooters deployed and number of parking bays used which are applied to each operator.

Consultation

36. The e-scooter trial has been in place for three years and the e-bike trial for one year, during this time there has been feedback received from residents and customers which has been used to inform changes to both trials, for example increasing the number of parking bays in the borough, reviewing locations of some of the parking bays, placing greater responsibility on the operators to manage obstructive e-bikes and e-scooters.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Assistant Chief Executive (Governance & Assurance) – NST110324

37. The report contains two substantive recommendations. Firstly, that the Cabinet Member for Climate Emergency, Clean Air & Streets approves the council's participation in an extension of the Pan London e-scooter trial until 31st May 2026. Secondly, that the Member approves the extension of the trial of e-bikes in the borough until 31st May 2026 together with an extension to the existing memorandums of understanding with the two e-bike operators on the same terms. There are no new legal implications.
38. The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 were made by DfT which allowed for trials of rental e-scooters to take place and remain in force pursuant to which contracts were executed by Southwark, TfL and the e-scooter operating companies. There are no legal implications in terms of the council's traffic management functions need to be amended to facilitate the continuation of the e-bike trial.
39. A summary of the Equality Impact Needs Analysis in relation to this extension of the both the e-scooter and e-bike trial is considered at paragraphs 26 and 27 of the report. The full EINA is appended to this report. This considers the negative impacts in terms of equality and outlines a range of mitigation measures which will allow the Cabinet Member to demonstrate that due regard has been given to the needs of those individuals and groups having a protected characteristic in accordance with section 149 of the Equality Act 2010.
40. The recommendations of this report are in relation to matters which are reserved for decision to the Cabinet Member, as noted in paragraphs 6 to 14 of part 3D of the council constitution.

Strategic Director of Finance (ENG23/169)

41. The strategic director of finance notes the recommendation to the cabinet member for Climate Emergency, Clean Air and Streets to approve the

council's participation in an extension of the Pan London e-scooter and e-bikes trials until 31 May 2026.

42. The strategic director of finance also notes that income from both the e-scooter and e-bike trials will contribute to the cost of traffic orders, parking suspensions (where applicable) and any other cost incurred by the council in facilitating the trial.
43. Staffing and any other costs associated with this report to be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Previous reports on e-bike and e-scooter trials		
Equalities Impact Needs Analysis	Environment Directorate, Network Management	Ian Law 0207 525 2170
Pan London E-scooter Trial and Southwark E-bike Trial (September 2022)	Environment Directorate, Network Management	Ian Law 0207 525 2170
Pan-London E-scooter Trial (June 2021)	Environment Directorate, Network Management	Ian Law 0207 525 2170

APPENDICES

No.	Title
N/A	N/A

AUDIT TRAIL

Lead Officer	Matt Clubb, Director of Environment	
Report Author	John Wade, Head of Parking Services and Network Management	
Version	Final	
Dated	1 February 2024	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Assistant Chief Executive (Governance & Assurance)	Yes	Yes
Strategic Director of Finance	Yes	Yes
List other officers here	N/A	N/A
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team	13 March 2024	