

Divisions Affected – All divisions across Oxford City

CABINET MEMBER FOR ENVIRONMENT - 21 JANUARY 2021

TRIAL OF E-SCOOTERS

Report by Assistant Director Growth and Place

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to:
 - a. note the responses received to the preliminary consultation on the trial of e-scooters
 - b. approve an Experimental Traffic Regulation Order to facilitate the use of public hire e-scooters (i.e. electrically powered) on the public highway across the Oxford urban area, including an initial launch within the Headington area of Oxford.

Executive Summary

2. This report (i) provides the Cabinet Member with an update on the development of a rental e-scooter trial for the city of Oxford, and (ii) seeks approval for the rental e-scooter trial to operate in Oxfordshire.
3. The report presents a summary of preliminary consultation with key stakeholders on the Experimental Traffic Regulation Order (ETRO) measures intended to be brought in to facilitate the use of e-scooters across Oxford. It should be noted that private e-scooters remain illegal and cannot be included in this trial.

Background

4. Oxfordshire County Council (OCC) in its role as Local Highway Authority has agreed to take part in a 12-month long trial of e-scooters within the county. The trial is being managed at a national level by the Department of Transport (DfT) who legislated for their trial use as part of local authority led hire operations on 4 July 2020. The county council is required to seek a license award certification from DfT in order to commence the public trial. Officers are in the process of liaising with DfT officials on this matter and anticipate confirmation of a trial license award imminently.

5. A principal driver of the trial is for e-scooters to form part of the movement recovery response to the ongoing Covid-19 pandemic by offering a socially distanced mode of transport to enable movement across the city. Numerous other local authorities including Cambridge, Bristol, West Midlands and Liverpool are currently already operating e-scooter trials. Operations in London are also anticipated to commence imminently. Both in the short term and longer term, through modal shift, e-scooters are also considered to positively contribute towards wider local transport plan measures to address congestion across the wider city.
6. At present it is illegal to use private e-scooters on the highway. The objectives of the Oxfordshire e-scooter rental trial are to:
 - i. Support safe commuting to work and education as an alternative whilst social distancing measures are in place,*
 - ii. Reduce private car use and reduce congestion,*
 - iii. Contribute towards the reduction in air pollution and carbon emissions,*
 - iv. Test perceptions and attitudes towards new mobility solutions, and*
 - v. Deliver a safe and accessible alternative travel mode which complements the public transport offer, but which addresses short term capacity constraints on the network.*
7. The intention is to allow e-scooters the same access across the Oxford trial area (please see map **annex 1**) as provided for pedal cyclists in so far as that is possible – albeit e-scooters will be restricted to operations within highway land at least initially. However, because e-scooters are classified by the DfT as motor vehicles, an Experimental Traffic Regulation Order (ETRO) is required to permit e-scooters to travel on streets within the trial area currently subject to a prohibition of motor vehicles, and also to allow for their use in bus lanes. A formal six-month public consultation will commence on the ETRO once it has come into force.
8. Whilst e-scooters will also be permitted to use cycle lanes including those comprising shared use footways / cycle lanes, it should be noted that due to the suitability of vehicles, unlike pedal cycles, e-scooters will be restricted from accessing towpaths and bridleways. The ability of manage this will be through the operator's (Voi's) geofencing technology.
9. Existing restrictions that apply to pedal cycles will also be applied to e-scooters. For example, in Cornmarket and Queen Street in central Oxford, e-scooters would only be permitted between 6pm and 10am, i.e. the same hours that apply to pedal cyclists. Geofencing technology applied to the e-scooters will be applied to ensure vehicles either power down outside of their area of agreed operation, or are able to operate under restricted speed limits within areas of greater hazards.
10. Informal pre-engagement with key stakeholders (see further details below) ahead of the trial has also provided an opportunity to capture safety considerations. The trial is proposed to be expanded via stepped phases. An initial launch will focus upon the Headington area of East Oxford (see **annex**

2), before the trial is incrementally expended to an area covering the wider Oxford urban area (see **annex 1**). Expansion of the trial both in fleet size and geographic area will be primarily determined based on performance of the trial and demand. Expansion of the trial will only be undertaken upon the agreement of the county council.

11. Key onwards dates for the trial are as follows;

Jan 2021 – CMD determination, DfT License award and launch of wider public comms; and subject to approval

Feb 2021 – Launch of e-scooter trial

Feb 2021 – Feb 2022 – Phased expansion of trial scheme across Oxford area

Winter 2021/22 – DfT and OCC evaluation and assessment of the trial

Preliminary Consultation

12. The preliminary consultation on the legal provisions to permit e-scooters was carried out between 9 December and 24 December 2020 with emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, the local County Councillors and other stakeholders identified by the project team.
13. 27 responses were received during the consultation, summaries of individual responses are presented in **Annex 3**.
14. The above table is based on an officer led review of all 27 responses ordered into common themes identified throughout the stakeholder analysis. Generally, the vast majority are considered to be enquires requesting more information or greater clarification on the plans for rollout.
15. Thames Valley Police expressed that, whilst in principle they have no objection to the trial, they do have reservations regarding the suitability of the ETRO in allowing scooters onto cycle tracks from a legal enforcement perspective. Officers appreciate the concern and advise that the county councils' legal team has had input into this matter and is comfortable with the arrangements for the purpose of the trial and do not consider it a significant issue at this stage. Should the use of e-scooters be considered for permanency across the city/wider county it is recommended that this matter be more comprehensively addressed.
16. Oxford City Council expressed their general support for schemes that promote sustainable and active modes of transport, including alternative modes to complement walking, cycling and public transport. They are also broadly supportive of the ambition to seek a 'green' led recovery from the impacts of the COVID-19 pandemic and are willing to engage with proposals that engage with that objective. "E-scooters are at this stage still a novel form of transportation, and as such we acknowledge that there would be some degree of a learning curve during the implementation of the scheme. We would

welcome the opportunity to make inputs throughout the implementation and monitoring process, using our substantial local knowledge base and policy framework to shape the expansion of the scheme and address any issues as they arise". OCC officers will continue to work closely with the City Council, as a key partner, to ensure their views and general input help shape the wider trial.

17. Oxford Bus Company responded via their parent company's (Go-Ahead Group) broader submission on the subject of e-scooters to the Transport Select Committee. They stressed the need to monitor any modal shift impacts throughout the trial. Concern was expressed that e-scooter trials elsewhere in Europe have led some studies to suggest that they lead to a shift away from public transport and more traditional active travel modes. Officers appreciate these comments and advise that the county council, along with the DfT, will be undertaking usage monitoring throughout the trial to understand how hire e-scooters influence wider modal uptake across the city. Monitoring will be undertaken in partnership with the e-scooter operating company with detailed monitoring dashboards on usage aiding discussions on whether the trial is to be judged as a success and therefore continued in the long term. The Go-Ahead Group also maintain their opposition to the DfT allowing e-scooters to use bus lanes, via an ongoing amendment to the Traffic Signs Regulations Act 2016, on safety grounds. Again, officers appreciate the concern but consider it appropriate in this instance to follow DfT's lead determination on this matter.
18. Kennington Parish Council has asked for Kennington not to be included in the trial – no reason given. On this basis, it is proposed that the Kennington area be included in the trail as set out in the phasing plan.
19. A significant number of respondents (18) either queried or expressed concern regarding the enforcement of operational rules. This included how the county council and operating partner plan on prevent illegal pavement riding or how we will differentiate the hire e-scooters from the privately owned scooters currently in use, albeit illegally. Officers advise that risks of pavement riding will be managed via a multi-level approach including, mandatory rider training (app based), the use of on-the-ground ambassadors who will reinforce and report on any incorrect rider behaviour, the use of corrective action measures (including the banning from the service for repeat offenders). Subject to trials, additional technology based on in-built pavement detection is also being developed for roll out. Officers also advise that the hire e-scooters will be of a distinct colour livery separate to private vehicles and will be equipped with identification and registration plate numbering to assist with any incident reporting. Close working and engagement with Thames Valley Police has already taken place and will continue to assist the reaffirming of messaging
20. The second most commonly recorded theme (17) was in regard to how much control the county council will have over where e-scooters can and can't be used throughout the trial area; this also included general queries about the capability of the geofencing technology this trial will look to utilise. Officers advise that utilisation of e-scooters will be determined based on geofencing technology. This limits the movement of vehicles by cutting of power to the

vehicle in a controlled manor when the vehicle exists the approved area of use. Geofencing technology is also able to regulate vehicle speeds through any required pre-agreed locations. Geofencing can be promptly amended as required. Prior to public use, rigorous on-street testing of the vehicles and geofencing within the trial area will be undertaken to ensure compatibility. Officers advise that expansions of fleet size and area will need to be agreed by the county council prior to implementation. A managed phased approach to expansion as proposed, is considered appropriate in order to understand and learn from any localised issues that may arise.

21. A number of queries (8) were raised regarding parking arrangements for e-scooters. Officers advise that in order to ensure a desirability of the service numerous on-street parking locations for e-scooters will be required across trial areas. To ensure parking does not create a visual or safety/ obstruction issue to users, county pre-approved mandatory parking zones for e-scooters will be required. The placement and visual awareness of these parking zones will be carefully considered in order to consider the requirements of those with visual impairment

Monitoring and evaluation

22. The DfT will centrally monitor and evaluate the trials across the country. In addition, Oxfordshire County Council working closely with the local city and district councils (should the trial expand beyond the city boundary) will coordinate local monitoring and evaluation processes in order to collect further data to develop local insight into the trial results. The monitoring and evaluation will align with the start of the trial.
23. Key areas which the Council and DfT will gather information on include:
 - safety outcomes for e-scooter users and what influences this
 - interaction with, and effect on, other road users
 - public perceptions of the e-scooters including people with disabilities and related groups
 - nature of modal shift and new journeys that have been enabled
 - characteristics of users and how uptake and outcomes differ for different groups
 - local authority perception of effects on the transport system

Financial Implications

24. The trial will be operated via a concession-based contract with the identified operator Voi. As such all direct running costs and infrastructure required for the trial is required to be delivered by the contracted service provider. As such it is anticipated that there will be limited financial implications for the Council other than staff time. A modest allowance of funding has however been identified within the County Council's successful Active Travel Tranche 2 bid to cover staff costs associated with the trial, together with any localised highway improvements required to ensure a safe running of the trial.

25. Should the 12-month trial be successful, any subsequent permanent scheme will need to be subject to future decision reports in line with the Council's Gateway and Financial Approvals Framework.

Legal Implications

26. The management of the operation of e-scooters in Oxfordshire will be exercised by the County Council in accordance with regulations issued by the DfT. By participating in the trial, the County Council will fully comply with any regulations issued by the DfT.
27. The County Council as local highway authority will continue to exercise its existing powers of removal and seizure of non-compliant e-scooters under the Highways Act 1980.
28. A concession contract is in the process of being prepared with the preferred operator Voi, for the provision of the hire trial e-scooter service.

Staff Implications

29. Following implementation of the trial, a modest amount of officer time is anticipated to be required to facilitate the trial, including the roles of monitoring, partnership liaison work and management performance reporting. The trial is limited to a 12-month period. Any staff implications are anticipated to therefore be temporary. No additional staff or resource is being brought in to facilitate the trial.

Equality & Inclusion Implications

30. It is acknowledged that there are potentially adverse impacts on the protected groups and characteristics under the Equality Act 2010 (in particular people with disabilities). As part of the informal ETRO pre-consultation phase, feedback from vulnerable groups has been received (summary available in **annex 3**). The proposal has had input and been discussed with the 'Inclusive Transport and Movement Focus Group' facilitated by Oxford City Council. Ongoing engagement and consultation with this forum and other inclusive/ access groups will be undertaken by both the county council and appointed operator throughout the trial to address any issues as they arise
31. Officers have considered the need for a formal Equalities Climate Impact Assessment (ECIA) of the proposed trial. Potential impacts may arise from the proposed trial therefore a full ECIA is deemed necessary and has been

completed. In particular there are risks of negative impacts relevant to the following characteristics/areas: disability/ age.

Disability: One of the main risks identified was the possibility of poorly parked e-scooters (pavement clutter) presenting trip hazards to blind or partially sighted individuals. **Mitigation:** It is proposed that users will be financially penalised if they fail to park in specific geofenced zones. Voi ambassadors will also be on hand to address any on street issues and remind users of their responsibilities.

Age: At present both individuals under the age of 18 as well as those not holding a provisional license or greater will be restricted from accessing the service so may feel unintentionally excluded from the service. **Mitigation:** DfT standards exclude under 16s from participating in the trials. Based on experience from operations already underway, it is recommended that this is age limit is raised to 18. A level of competency and experience for users is considered strongly advisable with user training being provided to support improved competency.

Sustainability Implications

32. The proposals will encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives, such as Connecting Oxford.

Risk Management

33. Officers have considered that key risks principally centre on safety issues that may arise from the operation of e-scooters. Discussions between county council officers and DfT have focused heavily on managing these risks in partnership with the scooter providers. Key mitigating measures to manage these risks include effective promotion and communications led by the operator with county council oversight, development of a managed phased roll out of the trial, managing variables such as vehicle speed, fleet size numbers and the extent of the geographic area e-scooters can operate within.
34. It should be noted that vehicles being utilised on the trial have also been rigorously tested and pre-approved for operation by the DfT.

Eric Owens
Assistant Director Growth and Place

Annex: Plan of proposed area of e-scooter trial area

Contact Officer: Consultation responses
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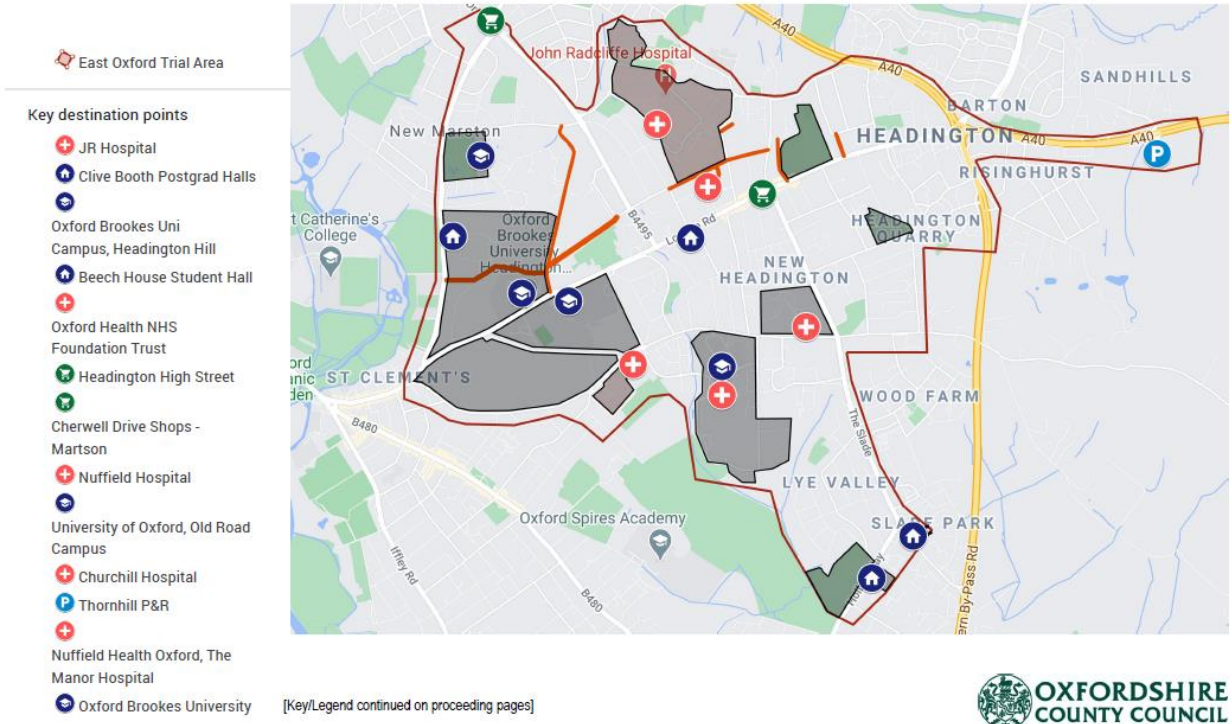
January 2021

ANNEX 1 – MAP OF OXFORD E-SCOOTER TRIAL AREA



ANNEX 2 – MAP OF INITIAL HEADINGTON E-SCOOTER TRIAL AREA

E-SCOOTER PROPOSED EAST OXFORD TRIAL AREA



ANNEX 3 – SUMMARY OF CONSULTATION RESPONSES

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	Refer to 'preliminary consultation' section of report above
(2) Cllr Carmen Griffiths	<p>"Sadly, I have heard nothing but negative press about e-scooters.</p> <p>Personally, I am all for the idea if they are safe and if there are on designated routes etc. I suppose we don't know unless we try".</p>
(3) Cllr Bob Johnston	"Quite happy with the proposals, what sort of numbers of e-scooters are envisaged?"
(4) Cllr John Howson	<p>"I wonder whether the same exclusions for e-scooters should apply as for motorcycles - such as a ban in Hayfield Road in my Division. The argument about enforcement would be the same, but if they caused an accident, they would be more liable, although as with pedal cycles, I assume riders won't be insured. As e-scooters are largely silent, I am concerned about the safety of pedestrians, especially children, in more confined spaces close to shops and schools."</p>
(5) Cllr Roz Smith	<p>"I've received quite a few complaints, as I am sure other councillors have to, from residents concerned about the riding of electric scooters both on the footway and roads. One of the consequences of the lock down we saw a lot more people working at home and taking time to walk and cycle more locally thereby becoming more aware of the number of electric scooters. There do seem to be a lot around Headington and Cowley area we've noticed.</p> <p>My personal view is that they (electronic scooters) should be regulated more – i.e. insurance for using on the public highways, road use only (not footways).</p> <p>Sorry, another question, will key stakeholders include City / Parish councillors?"</p>
(6) Cllr Susanna Pressel	<p>"I am in favour of this trial, for the reasons given in your email.</p> <p>However, I thought there was to be a speed limiting device attached to the scooters, and a device that limits where they can go? If there is not, I might reconsider my support. We really need to</p>

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	<p>know more about how this will operate.</p> <p>How will we prevent owners of private scooters from thinking they can also now use the highway? Will the public hire ones look quite different?</p> <p>I'm concerned that they would be allowed to use cycle lanes on footways. This will make many of the users feel they can scoot on any footway, as has happened with many cyclists. <i>I'd like to see all cycle lanes removed from footways before we begin this trial.</i>"</p>
(7) Local resident, Oxford)	<p>I think this is a good proposal, in principle. My concerns are about enforcement both of privately-owned e-scooters (which I often now see on the streets of East Oxford) and, more importantly, of their use on pavements. Pedestrians already have to deal with ubiquitous levels of pavement cycling and will feel even more intimidated if e-scooters regularly use the pavements as well (as I have also seen recently in East Oxford).</p>
(8) Cowley Area Transport Group	<p>"We do think they should be limited to a speed of 10mph to encourage their users to use bicycles instead, or electric bicycles, if they want to reach their destinations faster".</p> <p>Concerned about lack of training for e-scooter users and perceived poor behaviour/ road awareness of current e-scooters (privately owned).</p>
(9) Guide Dogs	<p>Request thorough consultation with disabled people throughout the trial period including the planning stage, location of e-scooter parking spaces, Infrastructure within the trial area, enforcement, public awareness and monitoring. Also request we pass on attached guidance: "Advice for e-scooter operators participating in rental e-scooter trials", which has been co-produced by; Guide Dogs, RNIB, Thomas Pocklington Trust, London Vision and Visionary.</p>
(10) Headington Liveable Streets	<p>"Although we welcome measures to reduce motor vehicles in general, we believe the use of e-scooters can only be made safe with the implementation of Low Traffic Neighbourhoods, linked by dedicated cycle networks.</p> <p>We feel strongly that the e-scooter trial should only be rolled out after the Low Traffic Neighbourhood trial in Headington has begun, say after the first six months of the ETRO. This would help to avoid the public conflating the two measures, and one trial negatively impacting the other.</p> <p>We are concerned that there will not be adequate enforcement of the restrictions around e-scooters, including use of pavements vs.</p>

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	shared pavement cycle paths”.
(11) National Pensioners’ Convention Oxfordshire	<p>“I support the introduction of e-scooters, provided users are FINED if they use the e-scooters anywhere except where allowed. I am concerned especially about their use in the Cornmarket and Queen Street, where cyclists already ignore the restrictions and use the streets during the daytime.</p> <p>I would also like to ask that e-scooters be equipped with bells so users can alert people”.</p>
(12) Local resident (Headington)	<p>“In principle I would welcome e-scooters as an environmentally-friendly, pollution-free (at the point of use) form of transport. However, I am afraid that my experience as a Headington resident for 30+ years makes me doubt that the County Council has the means or the will to enforce restrictions. Indeed, many e-scooters are being ridden now in Headington, illegally, on pavements, just as some cyclists have been cycling on pavements all the time I have lived here. I would welcome properly regulated rented e-scooters on the roads (in cycle lanes), but I have no faith that they would remain on the roads, nor that privately-owned scooters would not be used. So I am afraid I strongly oppose this trial going ahead”.</p>
(13) Kennington Parish Council	Oppose Kennington being included in the initial trial – no reason given.
(14) Oxford Bus Company	Refer to Preliminary Consultation section Concern with e-scooters being allowed to use bus lanes
(15) Oxford City Council	Refer to paragraph 14 above (Preliminary Consultation section)
(16) Oxfordshire Association for the Blind #1	Query regarding parking arrangements. What measures are in place to stop riders mounting pavements? How involved are Thames Valley Police in the process?
(17) Oxfordshire Association for the Blind #2	<p>Further to their previous submission they formally register their concerns for pavement clutter presenting a hazard to blind and partially sighted people and whether sufficient enforcement of the rules is possible to prevent such misuse.</p> <p>They also declare their clear desire for a docked parking solution to eventually be brought to fruition.</p> <p>They conclude: “We understand the desire to take part in the scheme and to encourage people to take part in active travel options rather than using their cars, we do support this desire, we feel though that this scheme comes with too many hazards to pedestrians and the general public, we can see you have worked very hard to ensure that it is as safe as possible and we are glad to see Voi have been listening and implementing good technology and</p>

	<p>services to help alleviate the issues”.</p>
<p>(18) Oxford Pedestrians Association</p>	<p>“Oxford Pedestrians Association recognises that alternative forms of transport to private motorised vehicles need to be encouraged, and as such we would support the ETRO to facilitate the use of electric scooters on the roads subject to the following caveats:</p> <ol style="list-style-type: none"> 1) Most importantly, the scooters should not be on pavements. Unfortunately, Oxfordshire County Council has both regularised and turned a blind eye to cycling and car parking on pavements, which sends out a message that scooters would also be welcome on pavements - this must not be allowed to become the norm. 2) Roads need to be safe enough for, which means thinking about a joined-up approach that would include reducing volumes of motorised traffic so that it is actually safe for people to be on e-scooters in the road. Such measures would also promote and increase cycle safety. 3) We would want to see enforcement of this, with people fined for using electric scooters on pavements. We would also want the traffic order reviewed after two months - a year is a long time and people can get into bad habits over that time which will then be hard to break (like with cycling and car parking on pavements currently).
<p>(19) OXTRAG #1</p>	<p>“I think the addition of powered scooters would be safer if they travel with some sound/ gentle noise and a light (so as to warn people with disabilities of their presence). If e-scooters are all fitted with a bell the rider has the potential to alert pedestrians. If scooters were restricted to 10 mph and users receive training on their use prior to hire, representatives of OXTRAG appreciate that these are inherently no more dangerous than bicycles (which Oxford already has many)”.</p>
<p>(20) OXTRAG #2</p>	<p>Further to their previous submission on the wider trial they also submitted a separate but relevant response regarding the separate ETRO for North Parade Avenue (Oxford): “The Order allows cycles only if they are non-ridden. It does not mention scooters, but i reckon it should do. There is a Department for Transport prescribed traffic sign; “CYCLISTS DISMOUNT”, but there isn’t one requiring scooter riders to dismount. A non-prescribed sign might be acceptable temporarily if the Department for Transport are considering introducing a suitable prescribed sign”.</p>
<p>(21) Local resident (Oxford)</p>	<p>“I have to say that the limited routes where it’s proposed to allow e-scooters in cycle lanes (including those on pavements) doesn’t look particularly useful to e-scooter users, while as an 85-year-old</p>

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	<p>pedestrian and occasional cyclist, the prospect of sharing pavements and cycle lanes (on or off pavements – they’re narrow enough as it is) is daunting. It’s bad enough having non-E-powered scooterists whizzing around, though I suppose electric ones might be slower and at a more consistent speed.”</p>
(22) Local resident (Oxford)	<p>“I realise these are becoming more and more popular as are bicycles this year, due to the pandemic. However, I also notice a lot more of both riding on pavements rather than the roads, possibly as they are not confident enough to ride on the road. Or maybe it’s because some pavements are now shared cycle routes which causes confusion. Either way if e-scooters are given the same rights as cyclists I feel this will be extremely dangerous for pedestrians given that they travel very fast and silently. Therefore, the rules should be made clear and be enforced. My fear is that there will be many more serious accidents.”</p>
(23) Local resident (Oxford)	<p>Concerned about lack of training for e-scooter users and perceived poor behaviour/ road awareness of current e-scooters (privately owned).</p>
(24) Local resident	<p>Concerned about “<i>ebikes</i>” in general – whilst not explicably mentioning e-scooters in their response we can only assume they find them similarly “unsafe” to pedestrians due to their silent motors.</p>
(25) Oxford Brookes University	<p>Provided the following initial thoughts:</p> <ul style="list-style-type: none"> • “Enforcement - we would welcome further information on how the scheme is due to be enforced (e.g. private e-scooters and areas they can be used); • Feedback - welcome thought to how you intend to gain customer services feedback • Student discount - will students and other less economical advantage groups be able to gain access to discounted trips? • Health and Safety - welcome further information relating to what H&S advice users will be provided with before using the e-scooter. • Speed limit - can speed limits be introduced in more built-up areas (e.g. city centre, university, etc). • Hubs should be located near to other transport hubs (e.g. train stations, bus stops, etc).”
(26) OCC - Manager Sensory Impairment Team	<ul style="list-style-type: none"> • Shared surfaces – these situations can be inherently difficult to manage for those people with both sight and hearing loss. <ul style="list-style-type: none"> ○ Certain areas of Oxford there are points where cyclists converge with pedestrians e.g. Controlled crossings. Adding e-scooters will obviously add to the risks associated with these pinch points. ○ Some pre-existing cycle routes in Oxford have pedestrian passage on the road side – therefore

	<p>cyclists on the inner shore – this is dangerous for pedestrians exiting shops on this route and the addition of e-scooters would only compound the situation.</p> <ul style="list-style-type: none"> • The speed being proposed for the e-scooters, are there going to be any restrictions imposed? • The publication of the trial – we have a large number of people who live within the areas shown and therefore need to advise of the proposed trial • Currently my understanding is the e-scooters will be silent – are there any minimum noise levels going to be implemented? • How will the scheme be policed? – in terms of anyone using the e-scooters not on the designated permitted areas.
<p>(27) OCC – South & Vale Locality Lead</p>	<p>support measures that reduce the reliance on private, single occupancy, motor vehicles and an e-scooter trial is great way to see what the impact of this technology can have on trying to make that modal shift.</p> <ul style="list-style-type: none"> • It appears that from the text in your email that e-scooter can use the public highway (roads and cycleways – where separated from pedestrians) and they cannot use footways. If my interpretation is correct then my question is – do e-scooters have a max speed? I totally understand why we wouldn't want to have e-scooters on footway but note that the A34 (between Hinksey and Botley Interchanges) and along the A420 – dual carriage way to Cumnor are included within the trial area. Both of these routes are dual carriageways with the national speed restriction being in place (the A34 does drop to 50mph in the AQMA zone at Botley). Neither of these roads has a cycleway alongside so would e-scooters be expected / allowed to travel along here? I can see issues with this. • I note there are a number of no go routes – who will enforce these restrictions? • I note there are a number of no go areas. Does this mean e-scooters are not allowed in those areas at all, or that the user must dismount and push the scooter? It strikes me if it is the former then the trial will not be as effective as it could be, as Brookes and the hospitals, for example, have huge numbers of people that could take up the trial but if they cannot use their scooter at their end destination then this will not encourage use of e-scooters. • Linked to the point above if it is the latter (and people are allowed to push their e-scooters in no-go areas) and also in general – is there any planned provision for safe e-scooter parking (is that even a thing) or will users be expected to take their scooters into their destination? • Are e-scooter users allowed to use bus lanes?

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