

Title of meeting: Traffic and Transportation Decision meeting

Date of meeting: 20 October 2022

Subject: Portsmouth Rental E-Scooter Trial

Report by: Tristan Samuels - Director of Regeneration

Report author: Gareth James - Future Transport Zone
Project Manager

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of Report

This report provides an update on the operation of the rental e-scooter trial and seeks approval to further extend the rental e-scooter trial from the current scheduled end date of 30 November 2022 until 31 May 2024.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

- 2.1 Notes the information contained in the report on the rental e-scooter trial to date, including Voi's commitment to continue running Safety Skills events and providing complimentary helmets to attendees at the events.**
- 2.2 Approves renewal of the Vehicle Special Order (VSO) for Portsmouth's e-scooter rental scheme to 31 May 2024, in accordance with the Department for Transport's new end date, to legally enable the trial to extend beyond its scheduled end date of 30 November 2022.**
- 2.3 Approves the extension Voi's contract, initially by 12 months, to enable Voi to continue operating the trial beyond the scheduled expiry of the current Contract Period on 30 November 2022.**
- 2.4 Notes that an update of the rental e-scooter trial to date will be brought to a Traffic and Transportation Cabinet Member Decision Meeting in September 2023, as well as any decisions to be made about the service with respect to the remainder of the trial or the post-May 2024 period.**

3. Background

Overview

- 3.1 As part of the government's response to COVID-19, and to support a 'green' restart of local travel to help mitigate reduced capacity on public transport, the Department for Transport (DfT) fast-tracked and expanded trials of rental e-scooters. The DfT considered that e-scooters offered the potential for fast, clean and inexpensive travel which could ease the burden on transport networks and allow for social distancing.
- 3.2 The trials enable essential insights for the DfT and councils as to how rental e-scooters contribute to the transport mix in urban centres. Following the trials, the DfT will assess how these vehicles should be appropriately legalised in the UK as part of their Future Transport Regulatory Review.
- 3.3 During the trials, e-scooters are classified as motor vehicles, and the relevant motor vehicle insurance has to be provided via the scheme operator. E-scooters must meet requirements for vehicle construction and approval set by the DfT.
- 3.4 Evidence from existing e-scooter schemes in cities around the world suggests they have the potential to encourage modal shift from private motor vehicles. Survey data collected as part of the trials has been encouraging in this regard and is discussed in section 5 of this report.
- 3.5 The DfT is only permitting the trialling of rental e-scooters. The use of privately owned e-scooters on the public highway will remain illegal during the trial period.
- 3.6 The DfT had originally planned that all trial schemes would end by 31 March 2022, but subsequently invited trial areas to extend them to November 2022.
- 3.7 On 12 May 2022, the DfT sent an email to all authorities and operators running e-scooter trials, outlining its plans beyond November 2022. The email is included with this report as Appendix A, and outlines how a new low-speed zero-emission vehicle (LZEV) category is to be created.
- 3.8 On 28 June 2022, the DfT sent a further email to all authorities and operators running e-scooter trials, indicating that Ministers had approved an 18-month extension of the current e-scooter trials to 31 May 2024 for existing trial areas that wished to continue. The email is included with this report as Appendix B and outlines that local authorities can choose to withdraw from the trials or continue with an extension to 31 May 2024. As with previous extensions, they hope that all areas will want to continue, but there is no compulsion. The deadline for local authorities to let DfT know their decisions is 31 October 2022.

- 3.9 While the VSOs issued by the DfT to participating authorities constitute the legal authorisation required to run e-scooter rental trials, a Traffic Regulation Order (TRO) is required to allow rental e-scooters to be ridden in cycle tracks, cycle lanes and bus lanes.
- 3.10 A decision was taken at July 2022's Traffic and Transportation Member Decision Meeting to make the order ("ETRO 25 2021") permanent following the expiry of the experimental traffic order put in place at the launch of the scheme. As noted in the report, the decision taken would in no way constitute a decision to permit an rental e-scooter operation in any form after November 2022, and a further Cabinet Member decision would be required to enable this and to extend the enabling Vehicle Special Order (VSO) beyond the trial's scheduled end date of 30 November 2022.

Background to Solent Transport's E-Scooter Proposal to the DfT

- 3.11 In March 2020, Solent Transport was awarded £28.8m of funding from the DfT's Future Transport Zones (FTZ) programme to implement a programme of trials of innovative approaches to transport across the Solent area, from 2020/21 to 2023/24. This programme did not include rental e-scooter trials.
- 3.12 During summer 2020, the DfT announced the possibility for FTZ Local Authorities to run e-scooter rental trial schemes as part of the transport restart response to the pandemic, on the basis that funding is reallocated from within the existing FTZ programme to facilitate such projects.
- 3.13 Following a review of the Solent FTZ programme in light of the COVID-19 pandemic, some schemes were delayed. Subsequently, Solent Transport undertook work with the DfT to enable reallocation of circa £900k from areas of the FTZ programme with reduced need to provide a subsidised set of e-scooter schemes across the four Local Transport Authority areas in the Solent region.
- 3.14 On 31 July 2020, Solent Transport submitted a proposal to the DfT requesting permission to operate an e-scooter trial in the Solent area, with up to four sub-projects in Portsmouth, Winchester, Southampton, and on the Isle of Wight.
- 3.15 The Isle of Wight scheme was the first part of the Solent project to launch in November 2020, with the operator Beryl. At the time, the Isle of Wight launch triggered the 12-month trial period for the Solent Region. This is the reason why Portsmouth's was originally scheduled to run until 26 November 2021, although it was extended until March 2022 and subsequently until November 2022 following approval at Traffic and Transportation Cabinet Meetings. The Isle of Wight and Southampton schemes were also extended accordingly and the recommendations to further extend their trials beyond November 2022 are being considered in accordance with their respective decision-making processes.

Trial Aims

- 3.16 The main aim of the trial is to build robust evidence about the benefits, public perceptions, and wider impacts of e-scooters in order to inform legal changes that may be necessary beyond the e-scooter trial period.
- 3.17 Key areas that the council and DfT, working with Voi, have been gathering information on include:
- Safety outcomes for rental e-scooter users and what influences this
 - Interaction with, and effect on, other road users
 - Public perceptions of the rental e-scooters, including impacts for people with disabilities
 - Nature of modal shift and new journeys that have been enabled
 - Characteristics of users and how uptake differs for different groups
 - Local Authority perception of effects on their transport system and public environment.
- 3.18 Voi is continuing to collect quantitative and qualitative data regarding the effects of the scheme during the trial. Ongoing engagement with key stakeholder groups will continue to take place throughout the trial to understand perception and impacts. The information collected will contribute towards the DfT's assessment review process. The council has also undertaken its own perception and behavioural change surveys, which are referenced in section 5 of this report.

Policy Context

- 3.19 The trial supports the ambitions of Portsmouth's adopted Transport Strategy 2021-2038, in particular Policy C ("Make parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes"), which states that micromobility can provide an affordable, convenient, low-energy alternative to the private car and can, when used responsibly, perform a particularly useful role in the first or last mile of a journey, for example, making it easier to get to a train station or bus stop from home or, at the other end of a journey, to a final destination.

4. Operations and Parking

- 4.1 The rental e-scooter trial vehicle being used in Portsmouth offers a number of technological advances, including:
- A 60-mile range and 5-year lifespan
 - A maximum speed of 12.5 miles per hour, with ability to restrict speed in specified zones
 - Swappable battery technology to enable batteries to be changed 'in the field' by Voi operatives

- Unique vehicle ID plate and easily identifiable colouring / branding
- Lights and reflectors
- 10-inch pneumatic tyres
- Tamper-proof bell
- Turning indicators
- Available in Solent Transport's Mobility as a Service (MaaS) app, Breeze, which will initially allow users to conveniently enjoy access to Voi e-scooters and the new Beryl bike share scheme in a single app, with further mobility options such as bus and train expected to become available by early 2023.

- 4.2 The geofencing technology that is fundamental to the operational model has enabled the council to work with the operator to determine where the rental e-scooters can go in the city - the defined operating area. In basic terms, when the rental e-scooter leaves the defined operating area, it will gradually slow and come to a halt, requiring the user to walk the rental e-scooter back to the operating area.
- 4.3 The geofencing technology has also enabled the introduction of 'no-go' zones (e.g., Commercial Road pedestrianised precinct), and 'go-slow' zones (which can be set to 7.5mph or 5mph), typically used on shared use paths, in busier areas or areas that may be subject to conflicting movements. This limits the rental e-scooter speed in these areas to the equivalent of a fast walking pace. An example of a 5mph go-slow zone is Guildhall Square.

Parking

- 4.4 The scheme in Portsmouth is a fully racked scheme with parking racks located in tightly-geofenced mandatory parking zones. Rental e-scooter users are required to leave the rental e-scooter in a parking rack at the end of their ride, with the geo-fencing technology ensuring that rides can only be finished within the defined zone. This has resulted in a very low number of complaints compared to more "free-floating" micromobility services, and the racked approach is becoming increasingly popular in other e-scooter trial areas in the UK.
- 4.5 Portsmouth is one of the first Local Authorities in the UK to integrate physical parking racks as part of the scheme. Voi worked collaboratively with the Royal National Institute for the Blind (RNIB) to develop the design of its parking racks.
- 4.6 Voi has indicated that Portsmouth and Southampton's "Parking Cop" scores, based on site parking assessments carried out to determine the proportion of scooters that are well-parked, are constantly among the best in Europe and superior to their other UK markets. This is largely attributed to the racked model having instilled positive parking behaviours, along with the more recent addition of "max caps" that limit how many scooters can be parked at a given location.
- 4.7 A draft parking expansion strategy was developed in September 2021 to guide the future expansion of the scheme towards ensuring it meets the council's wider transport strategy. This has been successfully implemented to more strategically inform the selection of sites to put forwards to the E-Scooter Trial Board and (for those sites that are approved) progress to public consultation.

Safety, Education, and Compliance

- 4.8 The DfT requires third party insurance for rental e-scooter riders as part of the national trial. This is provided by Voi, and as additional protection for its riders, Voi also provides personal accident insurance for all trips. Both policies can be accessed on Voi's website: <https://www.voiscooters.com/insurance/certificates/>
- 4.9 Voi employs a number of measures in relation to Driver Education, Compliance and Health & Safety. Key examples include:
- the launch of the first rental e-scooter traffic school
 - a fully integrated driver licence screening process
 - provision of free / heavily subsidised helmets, and incentives for helmet use
 - awareness campaigns and ongoing community engagement
 - "Reaction test" on the app starting at 9pm to mitigate the risk of drink riding
 - regular Safety Skills events, delivered by one of the UK's leading road safety organisations, at Lakeside North Harbour and Guildhall Square
- 4.10 Voi's Safety Skills events are very well-received by attendees, with 97% of respondents feeling positive about their learning experience and stating that they now feel more confident using a rental e-scooter.
- 4.11 Feedback from attendees at Portsmouth's Safety Skills events reinforces the value of providing such in-person training opportunities to beginners as well as the mandatory online training delivered through the app, especially while e-scooters remain a novel yet fast-growing mode of transport:
- "Professionally delivered advice and instruction raised my confidence levels to the point I scooted home 4 miles. Thank you"
- "Instructors were very patient and gave time to help the less confident group members."*
- "So happy I did take the course before riding - It is no toy and certainly not as easy as it seems watching others. It will take a bit of practice to get the hang of it properly. I have now enjoyed a first ride and can't wait to go on my second."*
- 4.12 Further Safety Skills events are scheduled and will continue beyond November 2022 if the trial is extended. Additional sites including the university are being considered as potential locations to hold Safety Skills events to make them as accessible as possible for all Portsmouth's residents. Voi has reaffirmed its commitment to providing free helmets to all those who attend its Safety Skills events.
- 4.13 Shared micromobility will be given greater consideration in the delivery of the Local Cycling and Walking Infrastructure Plan (LCWIP). This will ensure new cycling and walking infrastructure projects proactively consider

accommodating space for rental e-scooter racks if the trial is extended to help make micromobility as safe as possible for users and non-users alike.

Enforcement

- 4.14 Voi employs a range of tools to tackle anti-social behaviour and misuse of rental e-scooters. In addition to the measures referenced above, the following approaches have been undertaken:
- Meetings are regularly held between the council, Hampshire Police and Voi, ensuring any issues are identified and collaboratively addressed
 - A team of Voi field operatives (called "Ambassadors") addresses problems with abandoned / incorrectly parked e-scooters and misuse of vehicles
 - Voi's distinctive rental e-scooters carry a unique registration plate so that anyone can report a wrongly parked rental e-scooter or bad driver behaviour. Voi encourages use of their e-form (<https://report.voi.com/>) where possible, but they can also be contacted by phone on 0800 376 8179 or by email at support@voiapp.io. If the unique registration plate number is not available, then Voi endeavours to determine the identity of the rider based on the time and location the e-scooter was being ridden or parked.
 - Voi has implemented a "three-strikes" policy, whereby a user reported for an offence is first banned for 7 days and is required to complete its online traffic school. Following a second strike, the user is banned for 30 days. Finally, a further offence results in the user being permanently banned from using the e-scooters. A ban can be applied for a range of offences including, but not limited to, allowing an underage rider to use an e-scooter, pavement riding, and twin riding. To date, 1187 temporary bans for inappropriate riding and 27 permanent bans have been issued to Portsmouth e-scooter rental users.

5. Scheme Performance Summary, Monitoring, and Evaluation

Key Statistics

5.1 A summary of key trial statistics to date, as of 15 September 2022, are:

➤ Number of unique users	58,857
➤ Number of active vehicles	796
➤ Number of rack locations*	88
➤ Total distance travelled	1244,899 km
➤ Total rides	446,876
➤ Average ride time	15.9 minutes
➤ Average distance travelled	2.7km
➤ Riders/e-scooter/day	2.1
➤ CO ₂ equivalent saved**	105 tonnes
➤ Car trips replaced	196,625
➤ Litres of gasoline not burnt	44,922

* The majority of the 88 rack locations have one rack, which can be single or double-sided depending on the site. A small number of locations such as The Hard Interchange have more than one rack due to high demand

** Voi's estimate for carbon savings is based on their carbon calculator, which was validated by Dr. Manos Chaniotakis, lecturer in Transport Modelling and Machine Learning at UCL. It is based on trip data, local mode shift percentages collected via Voi's surveys (which are less favourable than the council's own survey data, as detailed in the next part of this report), the government's emission factors for cars and buses, and their e-scooter's lifetime carbon emissions based on a Life Cycle Assessment tool developed by Ernst & Young. Emission savings are calculated in CO2 equivalent units, meaning they factor in all GHG

5.2 The number of unique users has grown by 65% in the last seven months (the corresponding figure in the March 2022 Cabinet report was 35,711), while the riders per scooter per day figure increased slightly from 1.9 to 2.1 in the same period, in line with Voi's usual target of 2 across a full year (it tends to be higher in the summer months and lower in the winter). It is evident that the service is becoming more popular as the parking hub network grows, connectivity improves, and residents become more aware of their new transport option.

Survey Data

5.3 Voi's national summer 2022 in-app user survey received responses from 419 Portsmouth users, with 46% of respondents saying they would have used a car or taxi for their last journey if scooters had not been available. The corresponding figure from their summer 2021 survey had been 44%.

5.4 The council has carried out four online surveys:

- Wave 1 between 22 February 2021 and 15 March 2021 (before the trial)
- Wave 2 between 23 August 2021 and 19 September 2021,
- Wave 3 between 6 December 2021 and 2 January 2022, and
- Wave 4 between 8 August 2022 and 4 September 2022.

5.5 All had good response rates, with:

- Wave 1 receiving 2453 responses,
- Wave 2 receiving 3107 responses,
- Wave 3 receiving 1991 responses, and
- Wave 4 receiving 3508 responses.

5.6 A full summary of the Wave 4 findings is included as Appendix C to this report.

5.7 An encouraging finding from the Wave 4 survey is that 54% of respondents said they would have used a car or taxi for their last journey if they had not used a rental e-scooter. This is broadly consistent with the council's previous survey findings, and a far higher figure than in most cities abroad, showing that

Portsmouth's rental e-scooter scheme is providing a genuine alternative to the private car.

- 5.8 The most important reason respondents cited for deciding to use the rental e-scooter trial scheme is the environment / sustainability, with 42% of respondents feeling this was very important to them. Over a third of respondents also rated avoiding traffic and congestion (36%), leisure / fun (36%) and saving time (34%) as very important reasons why they have used the trial.
- 5.9 Using rental e-scooters for leisure or fun is decreasing in importance compared to other reasons why respondents are using the trial. In this wave of research, riding for leisure or fun is ranked the third 'very important' reason respondents use the scheme, whereas in Wave Three this was the second most important reason, and in Wave Two it was the most important reason.
- 5.10 Among frequent users (those who travel by rental e-scooter a few times a month or more for each purpose), the most common purpose for using rental e-scooters every day or most days is for commuting for work or education (21%). Around a fifth of frequent users travel by rental e-scooter every day or most days for commuting for work or education, and a slightly higher proportion are doing so every day compared to previous surveys
- 5.11 Slightly fewer non-trial users in Wave Four (62%) feel safety concerns have or would prevent them from using the rental e-scooter trial compared to previous waves of research, but it remains by far the most commonly cited barrier to use for non-users. Conversely, safety concerns were more commonly cited by trial users than in Wave Three, having increased from 39% to 47%. As with previous surveys, a lack of rental e-scooter parking hubs where they would like to start and finish their journeys is the most commonly cited barrier (49%) among trial users.
- 5.12 When trial users were asked when they have felt safe using a rental e-scooter, they responded that they have felt most safe in a cycle lane separated from the road, with 89% feeling safe or very safe using rental e-scooters here. This finding is consistent with previous surveys (Wave 2: 91%; Wave 3: 87%).
- 5.13 75% of trial users agreed that the benefits of rental e-scooters outweigh any issues they create, while 75% of non-trial users disagreed with this statement.
- 5.14 For the Wave 3 survey, additional statistical analysis was commissioned to determine how attitudes might have shifted if survey respondents' ages were representative of the Portsmouth population, as there was a lower survey response rate from younger age groups. The overall trend with the reweighting process was that negative perceptions decreased, and positive perceptions increased, by between 8% and 15%. This was not repeated for Wave 4, but that survey also featured a lower response rate from younger age groups, and it is expected that the findings of any reweighting exercise would be much the same.

Safety

- 5.15 Voi uses the DfT categorisations for accidents, which are defined as follows:

Damage only: An accident in which only the vehicle, other vehicles or surrounding infrastructure are damaged.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment

Serious injury: An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident

The 252 accidents reported to Voi during the trial to date (up to 15th September 2022) can be categorised as follows: 124 damage only, 104 slight, and 24 serious. All reported serious accidents involved injuries only to the user and not to other road users such as pedestrians. Independent analysis conducted by Steer in early 2022 suggests the number of serious injuries may in fact be slightly lower, as Voi included incidents that were unverifiable or lacked an accompanying accident log.

- 5.16 Voi has noted that reported incidents often remain unverified, or the user does not follow up the report to provide an outcome, so validating the report is difficult. The validation of accident data forms part of Solent Transport's ongoing evaluation of the trial alongside Local Authorities and partner organisations including TRL, a global centre for innovation in transport and mobility that was appointed by Solent Transport to augment its Monitoring and Evaluation for the e-scooter trial and other projects in the FTZ programme. It is hoped it will be possible to obtain richer e-scooter accident data from the police in due course (currently, there is not a clear distinction between incidents involving rental e-scooters and privately-owned scooters, but it is well-understood that the incident rate for the latter is significantly higher).
- 5.17 The monitoring and evaluation effort will also aim to better determine safety compared to alternative modes of travel, such as cycling, and consider the factors that influence injuries and accidents. Accidents and injuries can also be related to infrastructure provision, and as part of the evidence review, the impact of available cycle lanes on incident hotspots will be assessed.
- 5.18 Serious incident, injury or fatality remains the highest risk factor for the trial given the relatively high level of use. The council, Voi, and Solent Transport have measures in place to mitigate this as far as possible, as detailed in section 4 of this report. Ongoing improvements in infrastructure for alternative modes of travel in the city will also mitigate this risk further, benefitting cyclists and rental e-scooter users.

Stakeholder Engagement

- 5.19 Prior to the launch of the trial, the council and Voi held virtual meetings with representatives from the following organisations to discuss the details of the scheme and understand any specific concerns:
- Hampshire Constabulary
 - Portsmouth Hospitals NHS Trust
 - Solent Hospitals NHS Trust
 - Gosport Ferry
 - FirstGroup
 - Stagecoach South
 - University of Portsmouth
 - Portsmouth Cycle Forum
 - Portsmouth Friends of the Earth
 - Cycling UK
 - Sustrans
 - Portsmouth International Port
 - Hampshire Fire & Rescue Service
 - Taxi Trade Representatives
 - Visually Impaired Action Group (VIAG)
 - Wightlink
 - South Western Railway
- 5.20 Dialogue has continued with a number of these organisations, including Hampshire Constabulary, the hospitals, University of Portsmouth, and VIAG. An update was provided to the November 2021 meeting of the Transport Liaison Group (TLG) for Transport Operators and Stakeholders, and a recent meeting was held with University of Portsmouth Students' Union officers.
- 5.21 Stakeholders were invited to discuss the e-scooter trial in September 2022 to help understand if they had any concerns now that the trial has been operating for 18 months. They all declined the invitation, which potentially suggests the measures and controls in place have been largely successful, although quarterly meetings planned with equalities groups such as VIAG will provide further opportunities to obtain feedback from key local stakeholders.

Marketing and Communications

- 5.22 The council has worked with Solent Transport and Voi to deliver clear, targeted, Portsmouth-specific communications and messaging to relevant audiences. For example, Voi recently developed a bespoke local campaign to promote take-up of its "Voi 4 All" 50% discount for those on lower incomes. As well as raising awareness of the scheme through targeted communications, Voi reviewed its acceptable (UK-wide) proofs of eligibility to make the discount as accessible as possible to those who needed it most, including asylum seekers and refugees.

The campaign began in July 2022 and the early signs are encouraging, with three times as many "Voi 4 All" rides being taken in Portsmouth in August than in July, even against a backdrop of a slight seasonal decrease in overall ridership levels.

- 5.23 Key messaging has been delivered consistently across the Portsmouth region to inform and reassure users about the intended benefits of the rental e-scooter trial from the outset - safety, reliability, cleanliness, ease of use and accessibility.
- 5.24 While there appears to be less conflation between legal use of the rental e-scooter scheme operated by Voi and illegal use of privately-owned e-scooters than there was in the early stages of the trial, it is clear from the latest survey findings that it remains an issue that undermines confidence in the trial. The council will continue to work with Solent Transport and other key partners such as the police to educate the wider public of the distinction between the two and the significantly higher standards that apply to the trial, such as better vehicle design, comprehensive insurance coverage, automated speed limits, and the driving licence requirement.

6. Reasons for Recommendations

- 6.1 The trial has enabled rental e-scooters to be introduced in a controlled and safe manner, from which we can provide evidence as to their suitability as a transport mode in Portsmouth. This evidence will inform the DfT's evaluation process as it considers whether to legalise e-scooters for the longer-term following the trials. Extending the trial will provide more data and help ensure fluctuations caused by weather, major events, availability in residential areas, and returning users are as fully accounted for as is possible during the trial period. Extending the trial will allow further evidence collection during a period of reopening following the COVID-19 lockdowns, which is more representative of how people are likely travel around the city in the future.
- 6.2 The trial supports the ambitions of Portsmouth's adopted Transport Strategy 2021-2038, particularly Policy C: Make parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes
- 6.3 The trial has been well-utilised in Portsmouth, with around 59,000 rental e-scooter users having collectively made 446,876 trips in just 18 months.
- 6.4 The trial is supporting the transport strategy through modal shift from private car use for short journeys. The council's most recent survey indicated 54% of Voi e-scooter trips would otherwise have been made by car or taxi. After just 18 months, and while some parts of the city are not yet well-served by e-scooter availability, it is conservatively estimated that the trial has removed more than 196,625 car trips from Portsmouth's roads and 105 tonnes of CO₂ equivalent from the atmosphere. In terms of local air quality, the trial has already reduced PM_{2.5} particulate emissions by 16kg.
- 6.5. Extending the trial will help facilitate e-scooter integration into wider FTZ programme schemes including bikeshare, Mobility as a Service (MaaS) and

freight micro-consolidation options. It is currently anticipated that MaaS and bikeshare will both launch this October.

- 6.6 Ending the trial in November 2022 could slow progress towards micromobility achieving its true potential in Portsmouth, as it would remove the opportunity to continue refining the service, including its integration with bikeshare and MaaS, while the DfT continues to establish the best legal framework for legalising e-scooters following the culmination of the trials in May 2024.
- 6.7 Extending the trial would facilitate the ongoing independent data validation commissioned by Solent Transport, being conducted by TRL, which would improve the evidence base and help inform subsequent decisions to be taken about e-scooters at the local and national level.
- 6.8 Extending the trial until May 2024 is recommended for the reasons set out above, but it is recommended to initially extend Voi's contract by 12 months, as there is no operational requirement for the contract extension to cover a longer period and this provides the council with greater flexibility to vary the arrangement as may be required based on its ongoing evaluation of the trial.

7. Integrated impact Assessment and Equality Impact Assessment

- 7.1 An Integrated Impact Assessment (IIA) and an Equality Impact Assessment (EIA) were carried out at the trial's commencement and updated versions of both documents are included with this report as Appendix D and E respectively.
- 7.2 A range of stakeholders were engaged as part of the development of the scheme, and it is the intention to continue this engagement throughout the trial, particularly with the Police and Disability Groups. The IIA and EIA will remain as 'live' documents for the duration of the trial.

8. Legal Implications

- 8.1 As indicated in the body of the report, the VSO will need to be renewed to allow the continued lawful use of the designated e-scooters beyond 30 November 2022.
- 8.2 The licences granted under Section 115E of the Highways Act 1980 in relation to the docking stations will also need to be extended to authorise their continued use by the operator, Voi.
- 8.3 The contract between the Council and Voi for the operation of the trial allows for the extension of the contract period by agreement between the parties.

9. Finance Comments

- 9.1 Project costs associated with the development and running of the E-Scooter rental trial project will continue to be met by Solent Transport, in accordance

with the funding allocated to the trial as part of the FTZ programme. Solent Transport also fund a FTZ Project Manager dedicated to Portsmouth who is coordinating the implementation of the scheme.

- 9.2 Funding for the extension to May 2024 is included in forecast costs submitted to the Solent Transport Programme Board, pending approval to extend.
- 9.3 All other costs associated with the running of the service are met by the Operator, Voi.

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Signed by:

Appendices:

Appendix A	DfT Email 12.05.22
Appendix B	DfT Email 28.06.22
Appendix C	PCC Wave 4 E-Scooter Survey
Appendix D	Integrated Impact Assessment
Appendix E	Equality Impact Assessment

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Government guidance on e-scooter trials	E-scooter trials: guidance for users - GOV.UK (www.gov.uk)
Portsmouth City Council e-scooter webpage	Rental e-scooter trial - Travel Portsmouth
Electric Scooter Trials & Traffic Signs (Coronavirus) Regulations & General Directions 2020	The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 (legislation.gov.uk)
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (September 2020)	Agenda for Cabinet Member for Traffic & Transportation on Friday, 18th September, 2020, 4.00 pm Portsmouth City Council
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (February 2021)	Agenda for Cabinet Member for Traffic & Transportation on Thursday, 25th February, 2021, 4.00 pm Portsmouth City Council
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (November 2021)	Agenda for Cabinet Member for Traffic & Transportation on Thursday, 4th November, 2021, 4.00 pm Portsmouth City Council
Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (March 2022)	Agenda for Cabinet Member for Traffic & Transportation on Friday, 18th March, 2022, 4.00 pm Portsmouth City Council
Portsmouth Rental E-Scooter Trial Traffic Regulation Order (July 2022)	Agenda for Cabinet Member for Traffic & Transportation on Thursday, 28th July, 2022, 4.00 pm Portsmouth City Council

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

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Signed by: