

**Decision Session – Executive Member for  
Transport**

**11 May 2021**

Report of the Director for Environment, Transport and Planning

**Update on the E-scooter and E-bike trials**

**Summary**

1. This paper provides an update on the progress of the e-scooter and e-bike trials in York, and sets out a proposal to further expand the service area, to include areas outside the Outer Ring Road.

**Recommendation**

2. The recommendations in this report relate to the City of York council's participation in the Department for Transport's micro-mobility trial. The decision relates to expanding the service area;

**Option 1:** To expand the service area that e-scooters and e-bikes can be hired and used to include areas outside the Outer Ring Road [this is the option recommended by Officers];

**Option 2:** To keep the service area within the Outer Ring Road.

**Background**

3. The decision for York to participate in the Department for Transport's (DfT) e-scooter trials was made on the 8<sup>th</sup> September 2020. These trials support a 'green' restart of local travel and help mitigate the impact of reduced public transport capacity, providing a sustainable mode of transport around the city.
4. The City of York Council with TIER, have taken a phased approach to the implementation of the trials. Agreement to extend the service to residents within the outer ring road was agreed on the 18<sup>th</sup> January 2021.

## Update on the trials

5. The trial of e-scooters and e-bikes has been operating since the 12<sup>th</sup> October 2020. The e-scooters are being introduced in a phased approach, gradually increasing the service area and number of e-scooters available. Currently e-scooters are available in many of the Wards within the outer ring road.
6. During the first five months of the trial, 11,932 trips were taken, with 3,758 individuals signing up to the service. A total of 78,009km have been travelled on e-scooters. During this period, no incidences were reported. An incident is defined as that which involves personal injury occurring on the public highway (including footways) in which at least one road vehicle (including bikes and e-scooters) or a vehicle in collision with a pedestrian is involved. This is similar to experiences in other trial areas in England, where only a few incidents have been reported to date.
7. E-bikes will be added to the scheme in April. These will follow the same model as e-scooters. E-bikes enable longer journeys, and the pedal-assist can also be beneficial to those with joint problems, as e-bikes are seen as exerting less stress on the body than a standard bicycle.
8. The approach taken to provide and only allow e-scooters to be parked in dedicated bays has mitigated incidence of e-scooters being seen as street clutter and improved safety for non-users. The approach taken has also led to high parking compliance, with this consistently over 99% in the first five months of the trial.
9. TIER have undertaken a number of measures to ensure a COVID-safe service. TIER have increased their cleaning regime, with scooters cleaned daily, averaging a clean every five rides or less. Hair nets and sanitiser sachets are also available in the helmet box provided with every scooter. Further information on TIER's COVID measures can be found at the following webpage - <https://www.tier.app/covid19/>.
10. TIER have supported key workers during COVID. TIER scooters are available at York Hospital and during the second and third national lockdown in November and January/February respectively, TIER launched their TIER Heroes programme in York. This programme offered key frontline workers, including those in the NHS, free unlocks and minutes for the e-scooters to assist their daily commutes.

11. Ongoing engagement with the key City partners including the Universities, North Yorkshire Police and the Hospital, has ensured effective communication of progress of the scheme and resolving any issues quickly. The council are also in regular contact with the Department for Transport and other participating local authorities to share updates on the trial and address any issues.
12. TIER have engaged with residents in the city, holding a virtual community event for York, informing residents on TIER and the e-scooter trials, and have launched a blog to provide regular updates on the service area and parking locations. Links to TIER's blog and how to report any issues are available on iTravel - <https://www.itravelyork.info/e-scooter-trial>.
13. The shared e-scooter and e-bike scheme has also contributed to the success of the City of York Council in receiving funding to support uptake of private e-bikes, and funding to address emissions from deliveries in York.

## **Discussion**

14. The e-scooter trial has seen good usage across the city. The approach taken on providing and only allowing for parking in dedicated bays has mitigated incidence of e-scooters being seen as street clutter and improved safety for non-users. TIER continue to improve the accuracy of the parking to ensure street clutter is reduced, for example with their new partnership with Fantasma - <https://www.tier.app/tier-partners-with-fantasma/>
15. The council have worked positively with TIER and other key city stakeholders, including the Hospital and both Universities to respond to issues in a timely manner.
16. The council have worked with TIER in phasing the introduction of parking bays and service area of the e-scooters and e-bikes. This phased introduction has enabled any issues to be resolved quickly, and informed the future approach of expanding the service area and adding parking bays.
17. The phased approach would also be applied to areas outside of the outer ring road. The proposed parking spaces and routes for e-scooters and e-bikes to use would go through the Council's existing approvals process.

This will consider appropriate and safe routes from these areas to the city centre, particularly in crossing the outer ring road.

18. In expanding outside of the outer ring road, one or two areas would be trialled first to ensure the approach is suitable. The e-scooters and e-bikes would be trialled in the following locations; Poppleton, Haxby and Wigginton. As is currently the case, Ward Councillors will be consulted on the proposed parking bays, and can engage with Parish Councillors. The e-scooters and e-bikes would be trialled here for four weeks, with opportunities for residents and Ward Councillors to feedback on the scheme in these areas.
19. Expanding the trial area to include most areas within the outer ring road offers a number of benefits to York. For those using the service, this will increase connectivity of the city for riders. Increasing the area available to ride and ease of hiring e-scooters and e-bikes will also offer additional sustainable travel options to a greater area of the city.

## **Council Plan**

20. Contributes to key council priorities including; a greener and cleaner city and getting around sustainably.

## **Implications**

### **Financial**

21. The trial will be managed and deliver within existing resources.

### **Human Resources (HR)**

22. There are no human resource implications. This work will continue to be managed within existing staffing levels.

### **Equalities**

23. The Equalities Impact Assessment (CIA) is attached in Annex 1.

### **Legal**

24. There are no legal implications.

### **Crime and Disorder**

25. There are no crime and disorder implications

### **Information Technology (IT)**

26. There are no IT implications.

### **Property**

27. There are no property implications

### **Risk Management**

28. The risks related to the trial are outlined in the body of the report.

### **Contact Details**

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**Report**

**Approved**



**Date** 28.04.21

**Wards Affected:** All wards.



**For further information please contact the author of the report**

**Background Papers:**

None

**Annexes**

**Annex 1: Equalities Impact Assessment**