



Safe and Healthy Streets consultation

E-scooter Trial in Camden

June/July 2021

What is this consultation about?

This leaflet provides details on the London rental e-scooter trial, which launched in some parts of the capital on 7th June 2021. We are now consulting on our proposal to join this trial. This consultation leaflet provides information in sections below on what an e-scooter is, where the use of rental e-scooters would be permitted, why we are proposing to be involved, how the trial would be managed, how the proposed changes would be made, and how you can give your views.

What is an e-scooter?

An e-scooter is an adapted scooter which is powered by an electric motor. It has a deck to stand on, handlebars, 2 wheels, brakes, front and rear lights, a speed control mechanism and a parking stand. An example is shown in **Figure 1** below.



Figure 1 – Photo of e-scooters

What is the London rental e-scooter trial?

A number of rental [e-scooter trials](#) are being undertaken or are progressed around the country in order to evaluate this new mode of transport, as an alternative option to public transport including taxis and private cars. The trials are for **rental e-scooters only** and e-scooters will only be available for hire from contracted e-scooter operators. The trials **do not include** privately owned e-scooters which are not permitted on the public highway.

Transport for London (TfL) has been working with London Boroughs, London Councils and other organisations such as the Metropolitan Police to develop proposals for a rental e-scooter trial in London. The trial will last for 12 months, with a possible extension for a further 6 months.

The London Borough of (LB) Ealing, LB Hammersmith and Fulham, LB Richmond upon Thames, the Royal Borough of Kensington and Chelsea, Canary Wharf and also LB Tower Hamlets (ride through only) are taking part in the trial from the outset, while the City of London and some other London Boroughs plan to join the trial at a later date.

[Dott](#), [Lime](#) and [Tier](#) have been selected as service operators by TfL and London Councils. All three operators have experience of providing rental e-scooters in other European cities. In addition, Lime currently provide dockless hire bikes in London, including Camden.

The e-scooter trial would involve free standing e-scooters being available for hire, in a similar way to the dockless hire bikes already provided in Camden by Lime (see Figure 2, below). The e-scooters would be unlocked through the specific operator's app on the user's mobile phone and would be required to be parked within a designated parking bay at the end of a journey.

Camden is **not** part of the TfL trial from its launch but is proposing to join around September 2021 for the remainder of the trial period. This is subject to the outcome of this consultation, alongside the consideration of other relevant data, information, policies, and approvals processes. This will also allow time for a network of e-scooter parking bays (shared with dockless bike hire bays) to be fully implemented across the Borough, which would ensure that pavements are kept free of street clutter and allow pedestrians to move easily along the pavements.

As shown in **Appendix A**, many areas of the Borough already have these parking bays (currently, for dockless bike hire only) and proposals for bays in the remainder of the Borough are currently being developed.

Figure 2 below shows an example of a typical dockless bike hire parking bay already installed in the Borough with rental bikes parked within it. If we proceed to joining the e-scooter trial, all such bays already installed would be adapted to accommodate rental e-scooters in addition to rental bikes.

Further details on the e-scooter trial are available on the TfL [website](#).



Figure 2 – Photo of a typical dockless bike hire parking bay with rental bikes parked within it

Why is Camden proposing to take part in the trial?

The Covid-19 pandemic has changed how communities in Camden live, travel and work. We want our streets to have more space for everyone to walk and cycle, for you to be breathing cleaner air, for children to get to and from school safely and for businesses to be able to flourish.

Rental e-scooters would provide an alternative mode of travel that is emission free at the point of use for commuting, accessing local services and leisure trips. This would meet our Camden Transport Strategy (CTS) policies, which include our aspiration to “develop and implement a range of initiatives that promote and provide attractive, convenient and safe alternatives to private cars and other forms of motor traffic”.

The Camden Citizens’ Assembly on the Climate Crisis has developed 17 actions that should be taken by residents, community groups, businesses and the council in Camden to tackle the climate crisis. The proposal would also help meet action 10 which is to enable electric transport with infrastructure and incentives.

The proposal is particularly important as a means of helping to reduce the potential impacts of a car-led recovery as Covid-19 restrictions continue to be eased.

Taking part in the London trial would allow Camden to **test and learn**, with practical experience, how e-scooters can operate in the Borough. This would then enable us, using that experience, to **influence** the DfT and TfL in terms of how the use of rental e-scooters is best managed both during the trial and beyond if it becomes a permanent feature.

What engagement has been done so far?

TfL has already engaged with key stakeholders across London, in order to help develop plans for the trial, including considering the potential impact of e-scooters on disability groups. This included TfL’s own Independent Disability Advisory Group (IDAG) and Accessibility Forum, Royal Association for Deaf People, Epilepsy Society, Transport for All, Scope, Disability Rights UK, Alzheimer’s UK, Inclusion London, Age UK, Parkinson’s UK, Guide Dogs, London Vision, Tommy’s and RNIB. A summary of the engagement undertaken by TfL is provided in section 4 of their [Equalities Impact Assessment](#).

Where would e-scooter use be permitted in the Borough?

The rental e-scooters would be permitted on public highways in Camden, including cycle lanes, cycle tracks, and cycle paths in the Borough where cycling is permitted. This includes many one-way streets which are designated and signed as two-way for cyclists.

The rental e-scooters would **not** be permitted on footpaths, pavements, canal towpaths and other sections of the public realm designated for pedestrians only. This includes footpaths in parks, including Hampstead Heath, Primrose Hill and The Regent’s Park.

The use of privately owned e-scooters on the public highway will remain illegal. They can only be used on private land with the landowner’s permission.

How would the e-scooter trial be managed in Camden?

The e-scooter trial in Camden, if approved, would be managed as follows:

- Riders would need to be 18 years of age or over and have a full or provisional driving licence to rent an e-scooter. Operators would be required to ensure each user has the correct licence when they sign up to use the scheme. Motor insurance would be provided by the operators.
- During the trial we would carefully monitor the use of the parking bays, and specifically any bays where demand may exceed available space. In those locations we would look to supply additional bays, as required, during the trial period.
- In addition, GPS would be used to manage e-scooter speed which would be limited to 12.5mph – this is slower than the legally permitted speed of 15.5mph and reflects changes following engagement work carried out by TfL with stakeholder groups. Some areas will have a lower speed limit enforced by GPS, including busy pedestrian streets near schools.

- Camden would designate no-go areas (defined in the previous section) where e-scooters could not be ridden and would come to a safe stop, as well as go-slow areas, where the speed of e-scooters would be reduced to 8mph. No-go and go-slow areas and could be adapted and extended if required as the trial progresses to respond to issues arising such as road safety concerns. An example of an in-app message sent to a user's smartphone is shown in **Appendix B**.
- E-scooters would be parked on street in assigned dockless hire parking bays, as noted above. The Council aims to have installed bays covering key destinations across the Borough by the end of August 2021. The bays would mainly be on the road apart from a few exceptions. Bays on the pavement would not compromise key routes for pedestrians. E-scooters would only be hired from these bays and would have to be parked in a dockless hire bay at the end of each hire. Global Positioning Satellite (GPS) technology would be used to enforce this. **Figure 3** below shows an example of a typical parking bay for rental e-scooters.



Figure 3 – Photo of rental e-scooter parking on street

- The Metropolitan Police have been involved in the development of the TfL trial and are a member of the managerial board governing the trial. They will play a key role in enforcement (i.e. tackling illegal riding on footways and poor rider behaviour).
- Operators would regularly communicate with users regarding road safety and compliance with the Highway Code, as well as training, via the e-scooter booking app. All e-scooters would have contact information for the respective operator, including telephone, email and web address.
- The DfT and TfL have defined sets of data that will be collected including public perceptions of e-scooter use, safety, interactions with other road users, modal shift from other types of travel, travel patterns including trip length, and feedback from e-scooter users. These and other data will be used to measure the success of the trial in London, and the next steps.

What does the Council need to do to permit e-scooters in Camden?

A decision report considering whether or not to proceed with the trial, considering consultation responses, relevant policies and other data/information will be produced and published online via our website [here](#). If approved and prior to implementation, an Experimental Traffic Order (ETO) for a maximum 18-month period would be published in the local press (Camden New Journal, London

Gazette and The Ham and High). This would include proposals to permit the use of rental e-scooters in cycle tracks, on cycle paths, on sections of roads and streets where cyclists are exempted from restrictions, and to permit rental e-scooters to be parked in bays currently designated for dockless hire bikes. The ETO would allow us to test these changes as an experiment to allow us to see how they work before any decision on whether to make them permanent is made.

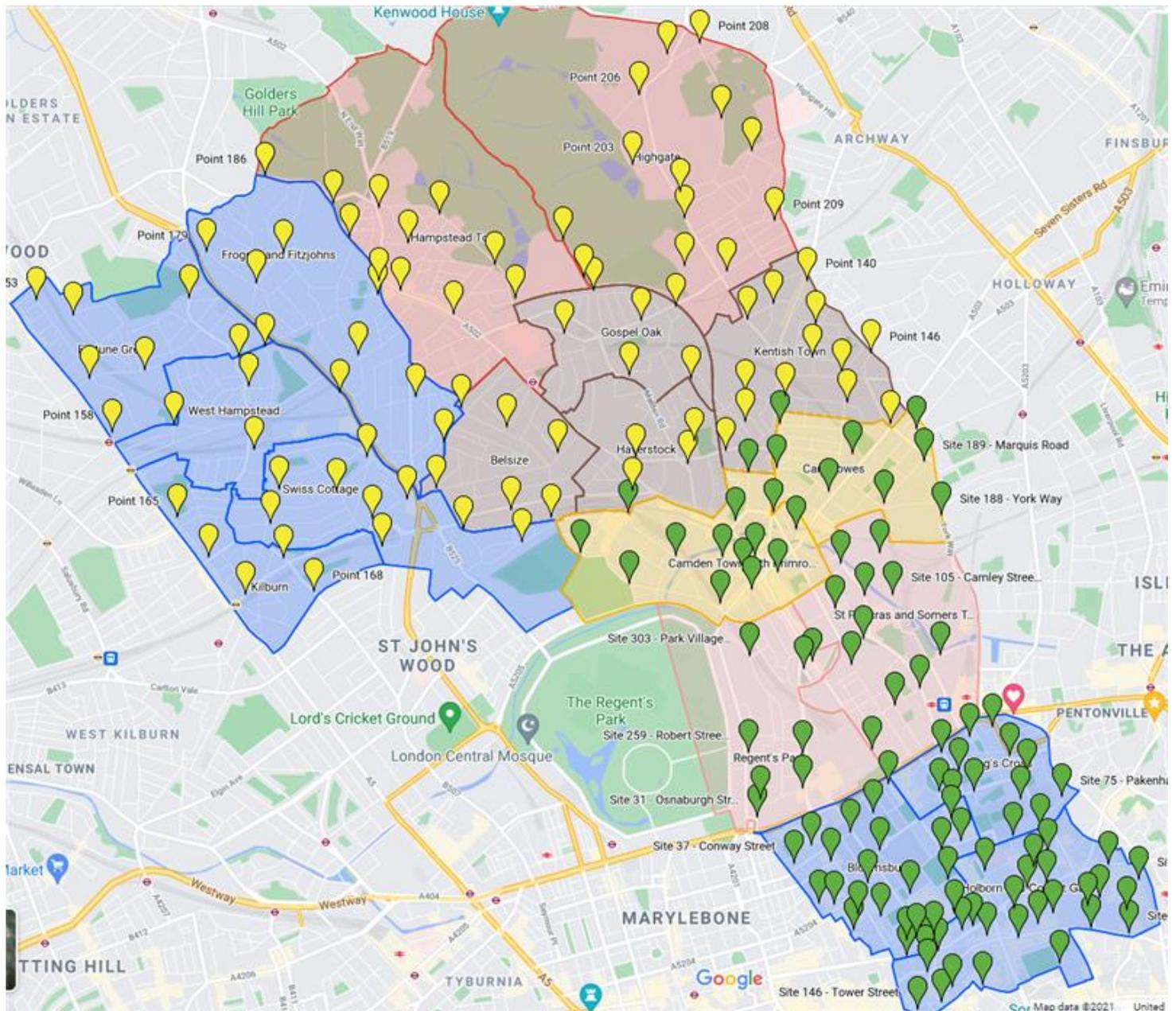
How can I give my views on this proposal?

We would like to know your views on the proposed e-scooter trial in general and the proposed way in which we are planning to manage the trial in Camden as set out above. You can access the consultation page at [Camden.gov.uk/e-scooter-trial](https://camden.gov.uk/e-scooter-trial).

If you would like a paper version of the consultation questions, please call **020 7974 4444** and we will post one to you. If you would like to make any other comments, you can do so by sending an email to: safetravel@camden.gov.uk or by post to **FREEPOST LBC TRANSPORT STRATEGY**. The consultation will close on **12th July 2021**.

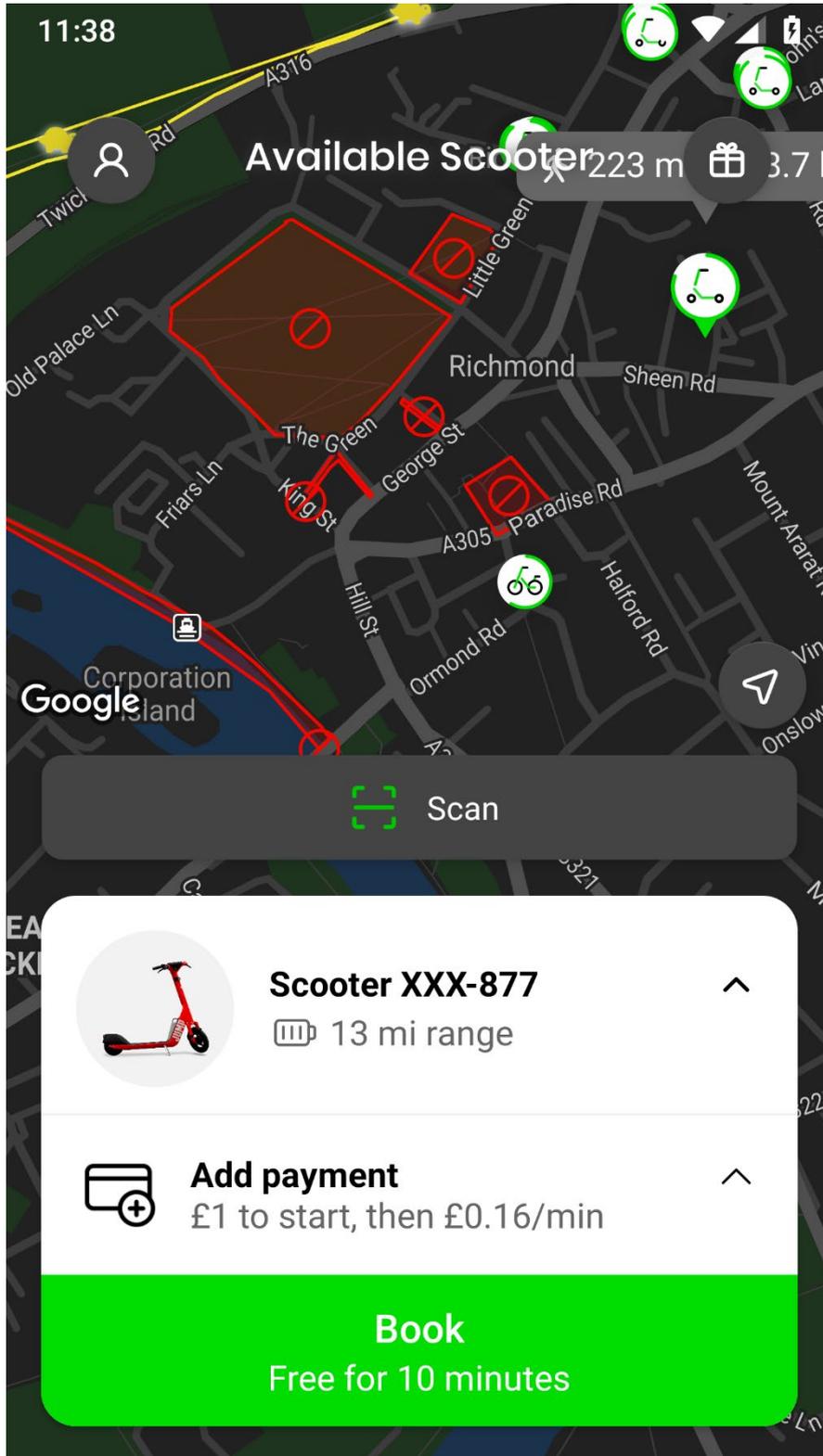
You can also have your say on the ongoing trial by visiting the TfL [website](#). If the Council joins the trial, a dedicated email address and a page on the Safe Travel in Camden Commonplace site will be created to allow residents and stakeholders to provide their feedback during the trial period.

APPENDIX A – Map of existing and proposed dockless bike hire (DBH) parking bays in the Borough



Green flags denote DBH bays already implemented. Yellow flags denote proposed DBH bays. If the trial is approved, each bay would be amended to permit the parking of e-scooters during the trial period.

APPENDIX B – Screenshot of in-app information sent to a user's smartphone



Red lines denote no-go areas. Yellow lines denote go-slow areas.