



Statement of Reasons

The City of London (Electric Scooter and Pedal Cycle Parking) (Amendment No.2) Order 2024
The City of London (Parking Places) (Amendment No.17) Order 2024
The City of London (Free Parking Places) (Disabled Persons) (Amendment No.3) Order 2024

Proposals

Additions to London e-scooters, cycle hire pedal cycle bays and pedal cycle parking bays.
Amendments to on street parking bays to accommodate the E-Scooter and cycle hire parking bays and pedal cycle bays, at various locations.

Background and data

Rental E-scooters

The City of London (in conjunction with Transport for London and other London Boroughs jointly participating in a rental e-scooter hire trial) implemented an Experimental Traffic Order in July 2021 to facilitate the riding of rental e-scooters via legislation by the Department for Transport (DfT).

To date there have been 70,000 e-scooter trips throughout the City since the trial began and there have been zero serious injuries within the City. It is estimated that parking bay compliance for e-scooters in the City has remained above 95% over the same period. The period of the trial has been extended by the DfT until 31st May 2024.

The Experimental Traffic Order (ETO) which facilitated the riding of e-scooters during the trial was due to expire in January 2023 and as it was not possible to extend the experiment, the traffic order was made permanent in December 2022. This continued the provisions of the ETO indefinitely or until it is decided at any time that the provision or the order is no longer appropriate and the order would be revoked.

TfL and participating boroughs and the City Corporation will continue to collect data, insights and publish an evaluation report after the trial ends. Based on data collected throughout the trial to date and considering feedback, a decision has been made to implement additional Electric Scooter and Cycle Hire Pedal Cycle Parking Places and Pedal Cycle (other than Cycle Hire Pedal Cycle) Parking Places due to its demand and success.

Cycle Hire Pedal Cycles

The operation of cycle hire pedal cycles has significant challenges such as inappropriate parking of the cycle hire bikes. The City Corporation is continuing to work with the operators to improve parking compliance in the City. The introduction of designated shared parking bays for cycle hire bikes and rental e-scooters has been trialled. Observations of the shared parking bays have shown that the bays are very well utilised by cycle hire bikes and have also been successful in reducing nuisance parking. This gives reason to continue the use of the shared parking bays and add more provision on the network due its demand and success.

Pedal Cycle Parking

Cycling in the City continues to grow and the demand for cycle parking often outstrips supply. Due to the limited available space on the footway and competing street user demands, cycle parking on-carriageway has been trialled. Overall, observations have shown that the pedal cycle parking has been well utilised. This is likely to be because of the general high demand for cycle parking and the local convenience of the locations provided. As a result, there will be additional on-carriageway cycle parking provisions implemented.

Reasons and Policy

Trials of e-scooters in London are intended to:

- Promote safety and ensure operators meet strict minimum standards relating to vehicle design, vehicle maintenance, parking, customer education and training;
- Achieve a consistent approach across London (improving upon the experience of (dockless) cycle hire bikes, which created a patchwork of different approaches), including in relation to street clutter, access across different socio-economic groups and enforcement issues;
- Provide the data to understand how e-scooters might impact the achievement of the Mayor's Transport Strategy (MTS) and the City of London Transport Strategy as well as helping to inform the DfT's consideration of whether to provide a statutory basis for e-scooters to be used in England, Scotland and Wales, following the trials;
- Provide the City of London, other traffic authorities and the Mayor with evidence regarding any powers that might be needed in the longer term to manage e-scooter use; and
- Provide a potentially green and sustainable alternative to private car and capacity-restrained public transport.

Along with these wider project objectives, TfL have prepared data and evidence gathering around six detailed learning objectives, which can be found here; [Equality Impact Assessment \(EqIA\) form \(tfl.gov.uk\)](#). The scheme will be implemented in a way to collect data and satisfy the TfL guidelines for an evidence-led scheme. By allowing rental e-scooters to be used legally, this Order will facilitate the objectives to be met.

The Order also makes provision for the parking of e-scooters, cycle hire pedal cycles and pedal cycles to meet demand for such parking. Provision of parking places as provided by the Order is also considered necessary in order to direct the use and parking of e-scooters and pedal cycles to appropriate areas of carriageway and away from footway areas where they could impede pedestrian passage and give rise to an increased risk of collisions with pedestrians.

Legislation

The additions and amendments to parking bays are to be implemented in accordance with Section 6 of the Road Traffic Regulation Act 1984 (as amended) as it appears to the City Corporation that it is expedient to make the Order for the purpose of facilitating the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising.

When considering whether to make a traffic order the City Corporation is under a duty pursuant to section 122 of the Road Traffic Regulation Act 1984 (as amended), to secure so far as practicable the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard to the matters specified in section 122(2).

It is considered that the proposals will assist to secure the safer movement of vehicular and pedestrian traffic and reduce and prevent road danger. Furthermore, it is considered that the proposals will affect the matters specified in section 122(2) as follows:

(a) the desirability of securing and maintaining reasonable access to premises;
COMMENT: Reasonable access to premises has been maintained.

(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, to preserve or improve the amenities of the areas through which the roads run;
COMMENT: There is no impact on Heavy Goods Vehicles due to this scheme. Impacts on the ability to access and service local premises has been taken into consideration. Where disabled persons parking bays have been revoked alternative locations nearby has been re-introduced to minimise negative impact on this protected group.

(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
COMMENT: The City Corporation has a strategy to improve air quality, encouraging the use of sustainable modes of transport will improve air quality. The trial of E-Scooters in London are intended to provide a potentially green and sustainable alternative to private car and capacity restrained public transport.

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
COMMENT: The scheme encourages the use of sustainable travel modes, which will facilitate the passage of public service vehicles by reducing vehicular congestion.

(d) any other matters appearing to the strategic highways company or the local authority to be relevant.
COMMENT: The proposals promote the aims and objectives of the City's Transport Strategy. The rental e-scooter trial has been permitted by legislation introduced by the Department of Transport and will aim to meet the objectives of the scheme along with being proposed in a way to collect data and satisfy the TfL guidelines for an evidence led scheme.

Traffic Signs Regulations and General Directions 2016

All associated signing and road markings will be in accordance with Traffic Signs Regulations and General Directions 2016.

Equality Act 2010

Thorough consideration has been given to the Equalities duty of the Council under Section 149 of the Equality Act 2010.