

**Statement of Reasons  
Derby City Council (Electric Scooter Trial)  
(Amendment to Map Based Schedule) (No. 56)  
(Experimental) Order 2022**

Derby City Council is duty bound pursuant to Section 122 of the Road Traffic Regulation Act 1984 (as amended) to secure 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.

The proposed Order is in accordance with Section 1(1), of the Act as it appears to the Authority that it is expedient to make it for the purposes prescribed:

1. For facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

**Purpose**

The purpose of the order is to allow electric scooters as defined in The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 (or as otherwise amended) hired from a company authorised by the Department for Transport to operate electric scooters within the City of Derby.

Whilst this experimental order is in force the 'Derby City Council (Moving Vehicle Restrictions) (Conversion to Map Based Schedule) (Consolidation) (Principal) Order 2014 (as amended) shall be varied by permitting electric scooter use where cycles are permitted including:

- bus lanes / bus only streets
- no entry except for cycles / prohibition of driving except cycles
- shared pedestrian / cycle areas

**Background**

Derby City Council, in conjunction with Nottingham City Council, were selected as one of the trial areas for electric scooters (e-scooters) by the Department for Transport (DfT) and have had an operator running trial schemes in both cities since November 2020. The scheme in Derby City is focused on subscription users with the maximum number of scooters capped at 50. Since the start of the trial Derby has had on average 30 users per month.

Initially the DfT set up the trials to support a 'green' restart of local travel and help mitigate reduced public transport capacity, due to the Covid-19 pandemic. Electric scooters offered the potential for fast, clean and inexpensive travel that could help ease the burden on transport networks and allow for social distancing. The DfT has extended the trial of e-scooters until November 30<sup>th</sup>, 2022 and is looking to collect more data to help with their evaluation. As cities and infrastructure begin to unlock and Covid restrictions are lifted the extension of the e-scooters trial now seeks to capture more typical usage data.

The current experimental traffic regulation order in Derby runs until the 19<sup>th</sup> May 2022 however the DfT extension of the e-scooter trial and data collection will now run until the 30<sup>th</sup> of November 2022. As a result of this extension a new experimental order will be required so

that the trial can continue. Continuation of the DfT trial and a new experimental order will help to ensure that all road users are given an opportunity to experience and comment upon the impacts of e-scooter use, which may not have been the case during periods of travel restrictions associated with the pandemic.

## **Reasoning**

Experimental orders are introduced where there is genuine uncertainty of the outcome / effects of the proposals. Arrangements are put in place to assess the situation before and after the introduction of the experimental order, with the decision as to whether the experimental order is implemented permanently based on measuring a number of performance indicators.

This experimental order will be in place for the remaining duration of the trial extension which runs until 30<sup>th</sup> November 2022. Local authorities would retain the ability to prohibit electric scooters from areas where access is not, in their view, appropriate hence the experimental nature of the order.

E-scooter trials are being undertaken by the DfT across a number of different local authority areas. Derby City Council will continue to work with the DfT and the electric scooter scheme operator to gather the data required for the Government assessment of the trial. During the trial period close collaboration between the DfT, local areas and electric scooter operators will be necessary. The primary aim of the evaluation is to build robust evidence about the safety, benefits, public perceptions, and wider impacts of electric scooters in order to inform legal changes that may be necessary after the trial period ends. The secondary aim is to understand how the local transport systems are working, what factors support or hinder this, and learn lessons for future roll out.

This information will be used to help make informed decisions on the local order, whilst working closely with Government on the national trial. The performance indicators used to make such decisions will include:

- Monitoring electric scooter vehicle usage information in conjunction with scheme operator
- Safety considerations
- The areas where access is considered appropriate for electric scooters
- Feedback from stakeholders such as cycle groups, bus operators, disability groups
- Consideration of all comments and objections received during the experimental period
- Any other relevant data required as part of the national trial

## **Summary**

The proposal is to continue participating in the DfT e-scooter trial which will enable relevant assessment to be undertaken. Subject to necessary approvals, it is proposed to make the order by the 20<sup>th</sup> May so that a smooth continuation of the trial can continue.

The experimental order will be in place for up to eighteen months. In working with Government on the trial, data gathered during this period, will enable an informed decision to be made whether to make the experimental order permanent, modify it or abandon it, which will consider any comments or objections received about this order.

Verna Bayliss  
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