

**(CCC) E-Bikes and E-Scooters**

*Is the council going looking at running micro mobility trials and if so what are the details?*

- How many operators are being considered?*
- How many scooters are being trialled?*
- What are the requirements for the scooters?*
- Are there any parking or docking requirements?*
- What are the maintenance requirements?*

**Response:**

Thank you for your request for information above, which we have dealt with under the terms of the Freedom of Information Act 2000.

Cambridge City Council, as a District Council authority, has limited involvement in highways and transport functions – and does not have a department as such. However, mindful of the importance and impact of travel and transport on Cambridge, officers work closely with colleagues at the [Greater Cambridge Partnership](#), [Cambridgeshire County Council](#), [Cambridgeshire & Peterborough Combined Authority](#) and other key partners, to support initiatives that improve the quality of life for residents, businesses, students and visitors. This includes the promotion of walking, cycling and other micro-mobility measures where they can support a more active and sustainable transport system.

Last month (August 2020) the Combined Authority (CA) [announced plans](#) for an e-bike and e-scooter trial for Cambridgeshire and Peterborough, including Cambridge. Detailed plans are currently under development for a launch at some point this autumn, subject to approval from the Secretary of State for Transport. A provider (Voi) has been selected following a competitive tender process during late summer 2020, and Council officers are working closely with them and other partners to ensure that the scheme is as suited to Cambridge as it can be, makes a meaningful contribution towards sustainable personal mobility, and that some of the problems encountered with schemes elsewhere can be avoided.

Both the CA, and Voi, have committed to working closely with local stakeholder organisations and the Code of Practice already in place for such schemes locally. The specifications for both e-scooters and e-bikes accords with national UK guidance and requirements. Both bikes and scooters will be 'dockless', incorporating their own power supply batteries which will be replenished regularly by Voi. It is anticipated that the scheme will feature around 40 e-scooters and a slightly greater number of e-bikes initially, with units scaled up or down through the trial period (likely 12 months) depending on need and success. Voi will supply, service and maintain both e-scooter and e-bike units to ensure they are kept in a safe, useable and attractive condition.

FOI Ref

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Response sent

**18 Sep 20**

Currently in the UK e-scooters can only be used on adopted public highways where approved by the Department of Transport and any such approvals are

exclusive (in that only one scheme, operated by one supplier, is permissible at any one time). However, the market for e-bikes, as for other bike share schemes, remains unregulated in the UK at this time with competing other operators able to introduce schemes as they wish. Bike share operators ofo and MoBike have previously introduced schemes to Cambridge, with others expressing interest, and Council officers have worked closely with them to ensure they can be as successful as possible.

Should you require any further information on the City Council's involvement in this and previous schemes then please email [projectdevelopment@cambridge.gov.uk](mailto:projectdevelopment@cambridge.gov.uk).

Further queries on this matter should be directed to <a href="mailto:foi@cambridge.gov.uk">foi@cambridge.gov.uk</a>
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