

Rental E-Scooter Scheme – General Operating Principles

1. E-Scooters May Be Used

- 1.1 In accordance with DfT guidance:
- E scooters may be used on roads (Excluding motorways).
 - E scooters may be used in cycle lanes (cyclist provision on carriageways) where permitted
 - E scooters may not be used on pavements.
 - E scooters may not be used on cycle tracks (cycle and shared use paths distinct from the carriageway) unless those tracks are redesignated.
- 1.2 Importantly:
- Cycle tracks created under existing legislation cannot automatically be used by E scooters.
 - To enable use, such infrastructure must be redesignated as cycle lanes.
 - Where use of cycle lanes is regulated by Traffic Regulation Order, the order must be amended to explicitly permit use by E scooters.
- 1.3 As such, implementation of this scheme will require a review of all existing cycle infrastructure within the proposed trial areas. This review will need to identify where TROs Are absent or insufficient and where a programme of TRO amendments are required.

2. Practical Operation of the Scheme

Operating Model

- 2.1 Two delivery models are proposed:
- Extension to existing BCP Beryl Bike Scheme in the Corfe Mullen and Upon area.
 - A concession model in the Weymouth, Dorchester, Portland, Chickerell with the operated to be appointed via procurement.

3. Core Operational Controls

- 3.1 The scheme will incorporate the following practical controls, consistent with DfT guidance:
- Geofencing to define permitted riding areas and help enforce no ride zones.
 - Speed controls including reduced speeds in high footfall areas.
 - Parking controls use of designated bays to encourage safety and reduce potential trip hazards that may arise from e-scooters abandoned on the highway or elsewhere.

- Mandatory driving licence validation.
- In-app safety instructions and user education.
- Operator provision of data to the Council and the DfT.

4. Parking Arrangements

- 4.1 Parking will be a critical component of scheme design. Designated parking bays will be required to prevent on street obstruction. On street bays will require DfT authorization where specific markings are used or new bays are established. The proposed scheme is a dockless model using existing –bike bay locations, so enforcement mechanisms such as incentives, penalties and geofencing must ensure that scooters are not left in obstructive locations.

5. Enforcement and Compliance

- 5.1 Effective enforcement will rely on a combination of operator controls and statutory enforcement.
- 5.2 Operators will be required to:
- Monitor usage and respond to misuse.
 - Suspend or remove users who breach rules of use.
 - Provide data to the Council and Dorset Police to assist enforcement.
 - Manage parking compliance and redistribution.
- 5.3 Certain offences, including pavement riding and dangerous use, are matters for police enforcement. The council acknowledges that it does not have direct enforcement powers over these behaviours and that this creates a degree of reliance on Dorset Police Resources and priorities. This is a known limitation and risk in the scheme.
- 5.4 Mitigation will include close working with Dorset Police., the use of technology such as geofencing and speed limiting. And operator led sanctions to reduce reliance on policing. However, it is recognised that enforcement cannot be fully controlled by the Council.