

Draft Micromobility Strategy Scope

Purpose

In November 2023, the Combined Authority Board approved the *Local Transport and Connectivity Plan* (LTCP) which sets out the area’s transport strategy, including a commitment to reduce vehicle miles by 15%.

In support of the LTCP a number of sub strategies have been identified for development including a Micromobility Strategy. The Micromobility Strategy will set the Combined Authority’s policy approach to micromobility and support the commitment to reducing car vehicle miles by 15%.

In addition, it will seek to set out the Combined Authority’s ambition for micromobility for the area and agree key objectives with member councils that micromobility could address.

Background

Micromobility can be an efficient, low carbon and low-cost transport option and can be an attractive alternative to private cars for short journeys.

The term micromobility can refer to a wide range of personal transport from mobility scooters to e-bikes. Authors, Dana Yanocha and Mackenzie Allan of *Maximising Micromobility: Unlocking Opportunities to Integrate Micromobility and Public Transportation*, refer to micromobility as devices that are:

- Small and light weight;
- Typically operate at speeds below 25km/hr (15 mph);
- Can be human or electric powered;
- Can be shared or personally owned; and
- Are ideal for trips less than 10km.

Mopeds and motorcycles are not considered as micromobility due to their higher weight and speeds.

In defining the term micromobility, for the Combined Authority’s Micromobility Strategy, it should be noted that the Strategy will sit alongside other LTCP sub strategies that are being developed by the Combined Authority.

The intention is for each strategy to be a jigsaw piece, integrated and consistent to provide a picture of transport in the Combined Authority area.

The table below shows an initial list of the key sub strategies and wider strategies that the Micromobility Strategy will sit within, these will be developed over the next 3 years,

Strategy Title	Lead Organisation
CPCA Active Travel Strategy	Combined Authority
Peterborough Transport Strategy	Combined Authority
CPCA Vision Zero – Road Harm Strategy and Implementation Plan	Combined Authority
CPCA Mobility Hubs Development and Implementation	Combined Authority
Electric Vehicle Infrastructure Strategy	Combined Authority
Alternative Fuels Strategy	Complete - Combined Authority
Accessible Transport Strategy	Combined Authority
Greater Cambridge Transport Strategy	Combined Authority

Freight Strategy	Combined Authority
Rail Strategy	Combined Authority
Digital Strategy	Complete – Combined Authority
Decarbonisation Strategy	Combined Authority
Integrated Parking Strategy	Greater Cambridge Partnership

Further strategies may be identified as the Micromobility Strategy develops and this strategy should refer to these.

Given that the Combined Authority intends to prepare an Active Travel Strategy, covering cycling, walking, and wheeling – human powered transport. The definition of micromobility for the micromobility strategy will exclude these forms of transport but refer consistently to the Active Travel Strategy.

Similarly, the Combined Authority intends to provide an Accessible Transport Strategy which will seek to progress guidance for greater inclusivity in Transport and connectivity. The Micromobility Strategy will refer to this guidance once developed but will also seek to remove barriers to micromobility for those differently abled.

The Local Government Association’s Report, Shared Micromobility within the UK specifically looked at the role of shared bikes/e-bikes, shared electric scooters and shared cargo/e-cargo bikes. Similarly, the Micromobility strategy will cover, shared e-bikes, e-scooters, and e-cargo bikes, whilst also considering personal e-bikes, e-scooters, e-cargo bikes and ‘twist and go e- bikes’.

In this instance the Micromobility Strategy will concentrate on the Combined Authority’s ambition for these lightweight, low speed, electrically powered vehicles in both a shared and personal transportation terms.

Areas of Focus

The Micromobility Strategy seeks to set out the Combined Authority’s ambition and policy for micromobility, as defined above, including setting agreed objectives. Key areas are set out below,

Legal

- Set out the legal position for micromobility vehicles (as defined above). Identify and set out the legal requirements of insurances, speed limits and throttle power.
- Identify future changes in legislation and likely impacts. Including an approach for both shared and private use and if private e-scooters remain illegal on the public highway.
- To consider approaches for the reduction/minimising of theft of micromobility vehicles, both for shared use and private vehicles.

Connectivity

- Review of operating models identifying the benefits and challenges of each operating model and consider the most likely beneficial operating model for the CPCA area, whether this differs according to location, i.e., city vs rural area.
- Consider approaches to managing privately owned micromobility, particularly where large volumes of micromobility may affect walking and cycling routes/areas.
- Consider how operating models could better serve public transport accessibility.
- Consider the integration of micromobility with travel hubs.

CPCA Logo

- Consider how Micromobility could level up access to services and facilities.
- Review parking models and micromobility infrastructure for parking and provide a steer for active travel infrastructure routes to enable a better experience for all types of users.

Commercial

- Consider the benefits of profit share models vs revenue share vs not progressing with these types of models.
- Consider financial sustainability for all shared use users, operators, and local authorities, including guiding principles.

Ambition

- Understand the ambition for micromobility within the Highways Authorities and District Council areas within the Combined Authority.
- Set clear objectives that could be addressed by micromobility.
- To consider the optimum number of operators for the area, whether this is one or multiple operators.
- Following the review of legal position and likely future impacts and likely operating models for the area, what role should the CPCA have and its partner councils in managing micromobility within the area.
- Consider commitments and/or targets and set out a monitoring requirement to assess outcomes, including decarbonisation requirements.

Accessibility

- Referring to diversity and inclusion guidance in transport to remove barriers and enable better connectivity for those with different needs.
- Undertake an Equality Impact Assessment.
- Engagement on the draft strategy, likely to be undertaken in conjunction with the Active Travel Strategy. Wider consideration of timings of engagement is needed to avoid engagement fatigue.

Key Stakeholders

Organisation	Interest	Engagement Level
Cambridgeshire County Council	Highways Authority – with existing e-scooter trial and e-bike in area, and e-cargo bike trial	
Peterborough City Council	Highways Authority – trialled e-bike service and interest in having a wider e-bike service and e-cargo bike service	

Cambridge City Council	Member Council with existing e-scooter trial and e-bike in area, and e-cargo bike trial	
South Cambridgeshire District Council	Member Council with existing e-scooter trial and supportive of e-scooter trial expansion.	
Huntingdonshire District Council	Member Council and expressed interest in micromobility schemes such as the e-scooter trial (Transport and Infrastructure Committee)	
Fenland District Council	Member Council – interest in micromobility to be confirmed	
East Cambridgeshire District Council	Member Council – interest in micromobility to be confirmed	
Equalities Group (E-scooter)	Representing disability groups to ensure micromobility minimises disruption/concern for those with disabilities.	
Greater Cambridge Partnership	Member of CPCA	
Cambridgeshire Police	Legislation and enforcement of e-scooters	
Cambridge University	Keen Interest in Micromobility, including its own pilot scheme	Would like to be an active stakeholder
Member working group TBC	E-scooter member working group being developed	Once formed provide regular updates to the meetings

Delivery

The Micromobility Strategy will be led by the Combined Authority and will require the need to procure for consultancy services.

Governance

The table below identifies the roles and responsibilities,

Role	Name
Senior Responsible Owner	Tim Bellamy
Strategy Lead	Anna Graham
Strategy Development	Consultancy Services

Governance Arrangements



Programme

To be determined following procurement