

Appendix 2: Policy context of the E-scooter trials

- 2.1 A refresh of the Corporate Plan 2023 to 2027 was endorsed at July Cabinet and is subject to approval at full council in October. Increased viability of wider bikeshare scheme supports two objectives under Outcome 1, 'A city to be proud of'. These are 'Investing in our city', supporting leisure, net zero targets and the visitor economy. Bikeshare also contributes to objective 2, 'An accessible, clean and sustainable city', making it easier for people to move around the city and as a transport project that supports a long-term vision for the city's transport network. Under Outcome 3, 'A healthy city where people thrive', it supports objective 2, 'Living and aging well', delivering air quality improvements and health and wellbeing support by helping people to incorporate physical activity into their daily routines. (See also Section 11 of the report).
- 2.2 'Our City Transport Plan 2035', our fifth Local Transport Plan, was consulted on over the summer of 2025. It envisages a 'cleaner, fairer, growing city', and bikeshare supports four of the six objectives it links to this outcome. These are increased public (or shared) transport use, enabling the uptake and use of low and zero emission vehicles, delivering a safe, inclusive, and integrated transport system, and providing active travel choices for all. Bikeshare was a strategic local growth fund project originally put forward by the Local Transport Plan 2015.
- 2.3 The DfT wants new trials to test e-scooter scheme design innovations and measures such as go-slow zones, the promotion of helmets, unique areas and more. There are opportunities for the Council to support existing research projects on predictive casualty data.
- 2.4 The Government's English Devolution Bill guidance issued in July 2025 makes it clear that a Sussex Strategic Mayoral authority will have licensing powers for 'Micromobility' (hire fleets of e-scooters, e-bikes, and bikes) but must consult their unitary authorities. A trial in the city now will provide relevant local learning for Sussex and can set a precedent for the highest practical safety and governance standards to base those strategic authority decisions on.
- 2.5 Government has committed to wider micromobility legislation when parliamentary time allows. DfT awaits a confirmed legislative slot to table the proposed bill and therefore cannot offer a timeline at this stage. If a slot in 2027 is secured, new legislation is unlikely to come into force before our trial would close at the end of September 2028.

