




Title of proposed EIA	The DfT's trial of e-Scooters
Reference No	EQUA522
EA is in support of	New Policy
Review Frequency	Annually
Date of first review	21/06/2021
Directorate	Inclusive Growth
Division	Transport and Connectivity
Service Area	Transport Planning and Network Strategy
Responsible Officer(s)	 Peter A Bethell
Quality Control Officer(s)	 Janet L Hinks
Accountable Officer(s)	 Mel Jones
Purpose of proposal	To implement the Department for Transport (DfT)'s trial of e-Scooters.
Data sources	relevant reports/strategies
Please include any other sources of data	
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Wider Community
Age details:	<p>It is proposed to allow e-scooters to use the same road space as cycles and electrically assisted pedal cycles, meaning that e-scooters would be allowed on the road (except motorways) and in cycle lanes and tracks, where possible. Trial e-scooters will not be permitted on pavements. E-scooters will continue to be classed as motor vehicles, meaning requirements to have insurance and the correct type of driving licence will continue to apply.</p> <p>Care needs to be taken to ensure that e-scooter users take due care and attention of other users of shared space when devices are used and parked, at places such as pedestrian crossings, particularly older people.</p> <p>Rules will make clear to users where they are allowed to park and how they should use and park the devices, but also provisions will be made for improperly parked vehicles to be relocated promptly. Similarly, care will be taken for damaged and faulty devices to be removed from the public realm promptly. The exact process of how this will</p>

be achieved, will be defined when the e-scooter operators for Birmingham are identified.

Protected characteristic: Disability

Disability details:

Wider Community

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Care needs to be taken to ensure that e-scooter users take due care and attention of other users of shared space when devices are used and parked, at places such as pedestrian crossings, particularly people with certain disabilities such as restricted vision and restricted mobility.

Rules will make clear to users where they are allowed to park and how they should use and park the devices, but also provisions will be made for improperly parked vehicles to be relocated promptly. Similarly, care will be taken for damaged and faulty devices to be removed from the public realm promptly. The exact process of how this will be achieved, will be defined when the e-scooter operators for Birmingham are identified.

Protected characteristic: Gender

Gender details:

Protected characteristics: Gender Reassignment

Gender reassignment details:

Protected characteristics: Marriage and Civil Partnership

Marriage and civil partnership details:

Protected characteristics: Pregnancy and Maternity

Pregnancy and maternity details:

Not Applicable

Not Applicable

Not Applicable

Wider Community

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cycles, meaning that e-scooters would be allowed on the road (except motorways) and in cycle lanes and tracks, where possible. Trial e-scooters will not be permitted on pavements. E-scooters will continue to be classed as motor vehicles, meaning requirements to have insurance and the correct type of driving licence will continue to apply.

Care needs to be taken to ensure that e-scooter users take due care and attention of other users of shared space when devices are used and parked, at places such as pedestrian crossings, particularly parents with small children.

Rules will make clear to users where they are allowed to park and how they should use and park the devices, but also provisions will be made for improperly parked vehicles to be relocated promptly. Similarly, care will be taken for damaged and faulty devices to be removed from the public realm promptly. The exact process of how this will be achieved, will be defined when the e-scooter operators for Birmingham are identified.

Protected characteristics: Race

Not Applicable

Race details:

Protected characteristics: Religion or Beliefs

Not Applicable

Religion or beliefs details:

Protected characteristics: Sexual Orientation

Not Applicable

Sexual orientation details:

Please indicate any actions arising from completing this screening exercise.

Care will need to be taken when devices are used and parked. Rules will make clear to users where they are allowed to park and how they should use and park the devices but also provisions will be made for improperly parked vehicles to be relocated promptly. Similarly, care will be taken for damaged and faulty devices to be removed from the public realm promptly. The exact process of how this will be achieved, will be defined when the e-scooter operators for Birmingham are identified.

Please indicate whether a full impact assessment is recommended

NO

What data has been collected to facilitate the assessment of this policy/proposal?

Consultation analysis

Adverse impact on any people with protected characteristics.

It is proposed to allow e-scooters to use the same road space as cycles and electrically assisted pedal cycles, meaning that e-scooters would be allowed on the road (except motorways) and in cycle lanes and tracks, where possible. In areas of shared space, such as pedestrian crossings, e-scooter users need to be considerate of other, slower, road users, such as older pedestrians, people with certain disabilities and parents with small children.

Could the policy/proposal be modified to reduce or eliminate any adverse impact? Care needs to be taken when devices are used and parked. Rules will make clear to users where they are allowed to park and how they should use and park the devices but also provisions will be made for improperly parked vehicles to be relocated promptly. Similarly, care will be taken for damaged and faulty devices to be removed from the public realm promptly. The exact process of how this will be achieved, will be defined when the e-scooter operators for Birmingham are identified.

How will the effect(s) of this policy/proposal on equality be monitored?

What data is required in the future?

Are there any adverse impacts on any particular group(s)

No

If yes, please explain your reasons for going ahead.

Initial equality impact assessment of your proposal

This Equality Impact Assessment accompanies the report to the Cabinet on the Department for Transport's trial of e-scooters.

On May 9<sup>th</sup> the DfT announced that e-Scooter trials (electric scooters for use by one person with a provisional or full driving licence) would be brought forward from 2021 to start in late June 2020 at the earliest for a period of twelve months, to help encourage more people to use alternatives to private cars. The DfT plans to enable trials of rental e-Scooters in several areas around the country. E-Scooter companies, working with local authorities, will provide e-Scooters on the street for hire under a variety of rental models. Short-term hires (usually lasting a few minutes) allow people to unlock the e-Scooter using a smartphone app, ride to their destination, park the e-Scooter there, and pay through the app, usually priced by the length or duration of the journey.

The DfT is moving rapidly to enable trials to take place, in direct response to COVID-19 and the need to support depleted local public transport capacity and the clean air and low- recovery. In the longer term, the DfT intends to build a robust evidence base around the safety and wider impacts of e-Scooter use, and these findings will inform the longer-term policy decisions government makes. The trial will allow the government to assess the benefits of e-Scooters, as well as their impact on public space. The DfT proposes to allow e-Scooters to use the same road space as pedal cycles i.e. roads, cycle lanes, cycle tracks, including shared pedestrian/cycle space. E-Scooters will not be allowed to use footways.

The trial would aim to find out more about the following impacts of e-Scooters:

- How safe are e-Scooters for their users and other road users?
- Who uses e-Scooters and why?
- What mode shift do they cause?
- What other impacts have they had in the local area?
- What aspects of the policy work or don't work, and why?
- What local lessons are there for further roll out/legal change?
- What other lessons can be learned?

Although e-scooters have been deployed in other places in the world, this will be the first large-scale deployment exercise in the United Kingdom. There are some critical success factors to consider:

- Vehicle numbers are sufficient to allow for adequate user access but not so high that are to the detriment of pedestrians and other road users.
- E-scooters use is limited to cycle lanes and to spaces designated by the DfT guidance and local rules.
- Geofencing can be used to prevent E-scooters from being used in certain areas where they pose a considerable threat to pedestrians and vulnerable users.
- Operators maintaining clean vehicles and good hygiene standards.
- Terms and Conditions of use are clear on the mobile application and signage near parking locations clearly outlines the local rules (e.g. parked devices should not obstruct pedestrian movements).

The DfT is managing the trial at national level and will bring forward the necessary regulatory changes to start the trial.

Transport for West Midlands (TfWM) will act as the coordinating authority across the seven local authorities in the region and the key point of contact with DfT. It is

proposed that the Council and TfWM develop and deliver a procurement strategy and process which will include determination of the local operating requirements for Birmingham. The current assumption is that local operating requirements will include operators being responsible for all costs related to the provision, installation and maintenance of all vehicles and potential docking and/or charging infrastructure.

The report seeks approval to work with DfT, TfWM and prospective operators to deliver a twelve-month trial of the use of e-Scooters on the streets of Birmingham commencing July 2020 at the earliest.

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

Care needs to be taken when devices are used and parked. Rules will make clear to users where they are allowed to park and how they should use and park the devices but also provisions will be made for improperly parked vehicles to be relocated promptly. Similarly, care will be taken for damaged and faulty devices to be removed from the public realm promptly. The exact process of how this will be achieved, will be defined when the e-scooter operators for Birmingham are identified.

#### QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Approve to proceed to Accountable Officer for approval 12 06 2020

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

Yes

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

12/06/2020

Reasons for approval or rejection

Please print and save a PDF copy for your records


Yes


Julie Bach

Person or Group

Content Type: Item

Version: 55.0

Created at 01/06/2020 03:06 PM by  Peter A Bethell

Last modified at 12/06/2020 04:43 PM by Workflow on behalf of  Mel Jones

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