

## Birmingham Transport Plan: Equality Impact Assessment

Reference No:	<b>EQUA522 update</b>
EA is in support of:	<b>West Midlands E-scooter trial extension</b>
Review Frequency:	<b>Annually</b>
Date of First Review:	<b>13/08/2021</b>
Directorate:	<b>Inclusive Growth</b>
Division:	<b>Transport and Connectivity</b>
Service Area:	<b>Transport Planning and Network Strategy</b>
Responsible Officer:	<b>Ioanna Moscholidou</b>
Quality Control Officer:	<b>Janet Hinks</b>
Accountable Officer:	<b>Mel Jones</b>
Purpose of Proposal:	<b>To assess the E-scooter trial extension</b>

Protected characteristic: AGE	<b>Service Users, Stakeholders, Employees and the Wider Community</b>
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### Age details:

Inappropriately parked e-scooters can be a barrier for people who are elderly, especially when they are facing mobility issues. In addition, pavement riding can also be a threat. Regarding pavement and dangerous riding, Voi are providing information to their users on every ride, informing them that riding on the pavement is illegal and that they should follow the rules of the road. Voi are also offering training sessions to users, and they issue fines to users who are seen by Voi's staff, or are reported riding on the pavement or driving dangerously. Information on how to report an e-scooter is available online as well as on the e-scooters themselves. Reporting can be done via email, on the phone, or using an online form.

Voi also operate a strict strike policy where users get warnings when they are seen by Voi's staff, or are reported to use e-scooters inappropriately. After one strike, users are banned from using the service for 7 days and need to take mandatory safety training online to be able to use the e-scooters again. After 2 strikes, users are banned for 30 days. After three strikes, users are banned permanently from using Voi e-scooters. In addition, Voi are trialling a sound-emitting technology where e-scooters will emit a sound (similarly to electric cars) to warn people who are blind or partially sighted of their presence.

In terms of parking, users are encouraged to park in designated locations and in the area bound by the A4540 ring road they are mandated to do so. Voi issue fines where e-scooters are 'abandoned' and not parked in the mandatory parking zones. In addition, Voi have introduced the 'Parking cop' feature, which means users must take a picture of their parked scooter at the end of each ride. Users can be fined £25 for poor parking and £5 if the photo doesn't allow for a decision on how good the parking is to be reached.

It is noted that e-scooters can only be rented by people over the age of 18 who have a full or provisional driving license. As such, this prevents children from using them.

Protected characteristic: DISABILITY	<b>Service Users, Stakeholders, Employees and the Wider Community</b>
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### Disability details:

Inappropriately parked e-scooters can be a barrier for people who are blind or partially sighted, as well as people using mobility aides such wheelchairs. In addition, pavement riding can also be a threat. In addition, e-scooters can pose challenges for people who are deaf or hard of hearing, or facing mental health conditions. Extensive consultation and engagement with disability groups has been taking place since the beginning of the trial to ensure that any issues are identified and addressed.

Regarding pavement and dangerous riding, Voi are providing information to their users on every ride, informing them that riding on the pavement is illegal and that they should follow the rules of the road. Voi are also offering training sessions to users, and they issue fines to users who are seen by Voi's staff, or are reported riding on the pavement or driving dangerously. Information on how to report an e-scooter is available online as well as on the e-scooters themselves. Reporting can be done via email, on the phone, or using an online form.

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Protected characteristic: GENDER	<b>Service Users, Stakeholders, Employees and the Wider Community</b>
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### Gender details:

TfWM have commissioned a survey among Voi users to understand the demographics of the people who are using e-scooters. The survey results show that the majority of users (76%) are male. Although there is no evidence regarding why this may be happening, it could potentially be attributed to the fact that women tend to have more complex trip patterns than men (for example, to meet shopping and childcare needs in one single trip), and e-scooters may not be a reliable option for trips with multiple stops. The design of the trial is aiming to facilitate the integration of e-scooters with other modes to facilitate multimodal trips and therefore their use for different types of trips and different users.

Furthermore, the devices may be hard to handle by smaller women (and men) as they are heavy and potentially difficult to manoeuvre. Further investigation is ongoing to understand the gender divide across users.

Protected characteristic: GENDER REASSIGNMENT	<b>Service Users, Stakeholders, Employees and the Wider Community</b>
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**Gender Reassignment details:**

N/A

Protected characteristic: MARRIAGE AND CIVIL PARTNERSHIP	<b>Service Users, Stakeholders, Employees and the Wider Community</b>
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**Marriage and Civil Partnership details:**

N/A

Protected characteristic: PREGNANCY AND MATERNITY	<b>Service Users, Stakeholders, Employees and the Wider Community</b>
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**Pregnancy and Maternity details:**

Inappropriately parked e-scooters can be a barrier for people who are pushing a pram or a stroller. In addition, e-scooters that are being used inappropriately on pavements can be danger for people carrying a pram or a stroller, or accompanying small children.

Regarding pavement and dangerous riding, Voi are providing information to their users on every ride, informing them that riding on the pavement is illegal and that they should follow the rules of the road. Voi are also offering training sessions to users, and they issue fines to users who are seen by Voi’s staff, or are reported riding on the pavement or driving dangerously. Information on how to report an e-scooter is available online as well as on the e-scooters themselves. Reporting can be done via email, on the phone, or using an online form.

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## Appendix B

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Protected characteristic: RACE	<b>Service Users, Stakeholders, Employees and the Wider Community</b>
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### Race details:

N/A

Protected characteristic: RELIGION AND BELIEFS	<b>Service Users, Stakeholders, Employees and the Wider Community</b>
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### Religion and Belief details:

N/A

Protected characteristic: SEXUAL ORIENTATION	<b>Service Users, Stakeholders, Employees and the Wider Community</b>
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### Sexual Orientation details:

N/A

### Screening Checklist

Please indicate any actions arising from completing this screening exercise.	<b>No additional actions have been identified from this screening exercise. Efforts to reduce adverse impacts of the trial are ongoing and engagement and consultation process will continue until the end of trial.</b>
Please indicate whether a full impact assessment is recommended	<b>No</b>
What data has been collected to facilitate the assessment of this policy/proposal?	<b>Survey results from the trial.</b>
Could the policy/proposal be modified to reduce or	<b>There are ongoing actions to improve conditions for affected groups and individuals.</b>

Appendix B

eliminate any adverse impact?	
How will the effect(s) of this policy/proposal on equality be monitored?	<b>Through continuous engagement and surveys of e-scooter users and non-users.</b>
What data is required in the future?	<b>Data on e-scooter use is already being collected in relation to user demographics and non-user perceptions.</b>
Are there any adverse impacts on any particular group(s) -If yes, please explain your reasons for going ahead.	<b>None identified.</b>
Initial equality impact assessment of your proposal <ul style="list-style-type: none"> <li>• Consulted People or Groups</li> <li>• Informed People or Groups</li> </ul> Summary and evidence of findings from your EIA	<b>It is acknowledged that the a dockless e-scooter trial can disproportionately affect certain groups when the rules of the trial are not being followed by e-scooter users. Continuous consultation and engagement is taking place with affected groups.</b>

**Quality Control**

Submit to the Quality Control Officer for review?	<b>Yes</b>
Quality Control Officer comments	
Decision by Quality Control Officer	
Submit draft to Accountable Officer	
Decision by Accountable Officer	
Date approved/rejected by the Accountable Officer	
Reasons for approval or rejection.	