



Report to Cabinet

Date:	11th October 2022
Title:	E-scooter trial extension (until May 2024)
Cabinet Member(s):	Councillor Steve Broadbent, Cabinet Member for Transport
Contact officer:	Hannah Joyce, Head of Transport Strategy
Ward(s) affected:	Abbey; Aston Clinton & Bierton; Aylesbury East; Aylesbury North; Aylesbury North West; Aylesbury South East; Aylesbury South West; Aylesbury West; Booker, Cressex & Castlefield; Downley; Hazlemere; Ryemead & Micklefield; Stone & Waddesdon; Terriers & Amersham Hill; The Risboroughs; Totteridge & Bowerdean; Tylers Green & Loudwater; West Wycombe; Wing.
Recommendations:	To extend the end date for the e-scooter trials taking place in Aylesbury, High Wycombe and Princes Risborough until May 2024, as part of the national trial.
Reason for decision:	The Department for Transport (DfT) has extended the national e-scooter trial to continue their assessment of impacts and allow legislation to be put in place to legalise e-scooters. The Council therefore needs to decide whether to extend its trials as part of the national trial.

1. Executive summary

- 1.1 The continuation of the e-scooter trials supports the Council's ambitions to be a 'living lab' for innovation. The scheme also supports the Council's Climate Change and Air Quality Strategy by promoting sustainable low-carbon transport alternatives for shorter trips. The e-scooter trial is managed at zero cost to the Council as they will be run as a private business by an operator.

- 1.2 This paper seeks approval for Buckinghamshire Council to extend the current e-scooter rental trial schemes in Aylesbury, High Wycombe and Princes Risborough. This would extend the trial period from November 2022 to May 2024.
- 1.3 The e-scooter trial is facilitated by the DfT and the Council is therefore required to inform DfT of our decision by 31st October 2022. In order to meet this date a decision is required at the 11th October Cabinet meeting.
- 1.4 There have been over 191,000 rides in Buckinghamshire since the trials began in 2020. In contrast, there have been only four reported health and safety incidents across the Buckinghamshire schemes, equating to 0.002% of all rides. However, it is acknowledged that a handful of these incidents have received media attention, which has resulted in mixed opinions on the safety of e-scooters.
- 1.5 The extension of the trial enables the DfT to gather additional usage data post-COVID, providing a better understanding of 'normal' use patterns. The extension also allows the DfT time to finalise legislation making all e-scooters road-legal, whether privately owned or part of a hire scheme.
- 1.6 Subject to agreement to extend the e-scooter trial, we would continue using Zipp Mobility as our preferred operator for e-scooters. The council has a good relationship with this supplier, and they have proven fundamental to the success of the trial schemes so far. This scheme is zero cost to the Council financially. Due to the overall value of this concession contract, we intend to use a waiver to extend the contract we already have in place with Zipp to May 2024.

2. Content of report

Commitment to active travel and trial of innovative forms of transport

- 2.1 The continuation of the e-scooter trials supports the Council's ambitions to be a 'living lab' for innovation.
- 2.2 The scheme also supports the Council's Climate Change and Air Quality Strategy¹ by promoting sustainable low-carbon transport alternatives for shorter trips.

Background to the e-scooter trials

- 2.3 To support a 'green' restart of local travel and help mitigate reduced public transport capacity as a result of COVID-19, the DfT fast tracked trials of rental e-scooters. It was considered that e-scooters could offer the potential for fast, clean, and

¹ <https://www.buckinghamshire.gov.uk/environment/sustainability-and-climate-change/energy-and-climate-change/the-climate-change-and-air-quality-strategy/climate-change-and-air-quality-strategy/>

inexpensive travel option that could also help ease the burden on transport networks and allow for social distancing.

2.4 The DfT strategic objectives for the trials are:

- To evaluate safety for riders, other road users and the community
- To measure the transport mode shift
- To contribute towards Buckinghamshire's ambition to improve air quality and reduce carbon emissions
- To evaluate the effectiveness of e-scooters as a new transport mode
- To evaluate how local characteristics impact on the trial

2.5 More detail on how our trial is meeting these objectives can be found in Appendix 1

2.6 The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 came into force on 4th July 2020 to facilitate the e-scooter trials. Buckinghamshire launched its trial sites in Aylesbury and High Wycombe later that year and Princes Risborough was added in May 2021. A competitive procurement process resulted in the selection of Zipp Mobility as the preferred operator.

2.7 The purpose of the trials is to build robust evidence about the safety, benefits, public perceptions, and wider impacts of e-scooters to inform the possible future, permanent, legalisation of e-scooters in England. At present only e-scooters participating in the trials are officially classed as legal to use on the highway. Privately-owned e-scooters are still considered illegal. The key elements of the DfT trials are set out in Appendix 2.

The future of e-scooters

2.8 As announced in the Queen's speech on the 10th May 2022, the Government intends to create a new 'low-speed, zero-emission vehicle' (LZEV) category which is independent from the cycle and motor vehicle categories, covering both new vehicles that are familiar to us today, such as e-scooters, and vehicles that have yet to be invented.

2.9 New powers, to be set out in the forthcoming Transport Bill, will establish how these vehicles are regulated to ensure the safety of e-scooter users, pedestrians, and other road users, whilst still facilitating growth and innovation.

2.10 The DfT have extended the period of the e-scooter trials to end in May 2024 to enable further monitoring of the impacts at trial sites and to enable this legislation to be passed. We are required to inform DfT of our decision to continue our trials by 31st October 2022. It is not permitted to extend the trials beyond their current geographic areas.

- 2.11 The relevant Traffic Regulation Order (TRO) in Buckinghamshire requires the TRO to end when “the e-scooter trials [and/or the e-scooter pilot scheme] as authorised [or to be authorised], by the Department for Transport comes to an end.” This means that the order will cease to be effective when the trials end in May 2024.
- 2.12 Longer term, should Government legalise e-scooter, consideration will be needed regarding the future of rental e-scooters in Buckinghamshire. There are significant benefits to maintaining our own e-scooters in that we then have control over the location of rides (through geo-fencing), the speed of the e-scooters and can use the data generated to analyse and improve popular routes (see Appendix 3 for most popular routes by town). However, demand for rental e-scooters may drop significantly making them unprofitable and therefore requiring public subsidy to maintain.

3. Other options considered

- 3.1 The extension of the e-scooter trial is voluntary. The Council could decide not to extend the trial, or to only extend the trial in one (or more) of the existing areas, beyond the current end point of 30th November 2022. The Council has received complaints concerning anti-social behaviour, with some local members in High Wycombe opposed to the trial continuing (see section 6).
- 3.2 Ending the e-scooter trials would mean the loss of a popular, alternative, innovative, and very visible form of transport. There would also be the loss of local employment – the e-scooter company’s operational base is in High Wycombe and the scheme employs 15 people.
- 3.3 The Council completed a rigorous procurement process at the beginning of the trial, with 12 respondents. The projected revenue is not due to exceed the thresholds outlined in the Concession Contracts Regulations and there is an opportunity to reassess our future as an e-scooter hire facilitator following their legalisation (ahead of May 2024).
- 3.4 However, if we were to go out to procurement now rather than continue with Zipp it would mean a large break in service for at least 3 – 6 months whilst we sought to find another provider. There would also be a loss of local employment and potential costs associated with reviewing and replacing all the bays.

4. Legal and financial implications

- 4.1 Legal services oversaw the implementation of a new Traffic Regulation Order from 31st March 2022. This permanent Order allowed the Council to continue running the trial until such a time as it is ended.
- 4.2 The e-scooter service is provided on a cost neutral basis to the Council by Zipp Mobility. If the trial end date is extended then a minimal amount of officer time will be required to manage the trial with Zipp until the end of May 2024. This would be existing officer time so would be at no additional cost.
- 4.3 The current contract with Zipp ends in November 2022. We are therefore seeking agreement to continue using Zipp Mobility as our preferred operator for e-scooters. The [Concession Contracts Regulations](#)² sets the contract value threshold for mandatory procurement at £5.3 million. Due to the overall value of this concession contract (estimated at well below this figure) and to prevent a gap in service after November 2022, we intend to use a waiver to extend the contract we already have in place with Zipp to May 2024.
- 4.4 There is a risk that once the trial ends, regular users will purchase their own e-scooters and use them illegally. In the event that the Council decides not to continue with the trials, we will mitigate this risk using media articles highlighting that the trial has come to an end and that private e-scooters remain illegal.
- 4.5 Should the Council decide to cancel the current e-scooter trial, this must be managed sensitively, or it may reflect poorly on the Council, particularly in terms of reducing equality of access to transport to local services.

5. Corporate implications

- 5.1 Participating in the trial fits with the Corporate Plan priorities of “Improving our Environment” and being a “living lab” for innovation.
- 5.2 Providing innovative forms of transport is also set out in Policy 15 of the adopted Local Transport Plan 4³. The continuation of the e-scooter trials supports the Council’s ambitions to be a ‘living lab’ for innovation.
- 5.3 The scheme supports our Climate Change and Air Quality Strategy⁴ by promoting sustainable low-carbon transport alternatives for shorter trips, and therefore support our ambition for net zero carbon by 2050.

² [Microsoft Word - Procurement Policy Note 10:21 - New Thresholds Values and Inclusion of VAT in Contract Estimates.docx \(publishing.service.gov.uk\)](#)

³ <https://www.bucksc.gov.uk/services/council-and-democracy/our-plans/local-transport-plan-4/>

⁴ <https://www.buckinghamshire.gov.uk/environment/sustainability-and-climate-change/energy-and-climate-change/the-climate-change-and-air-quality-strategy/climate-change-and-air-quality-strategy/>

- 5.4 An Equality Impact Assessment (EQIA) screening was completed prior to the start of the trial. The EQIA highlighted concerns regarding the impact on residents who may be blind, visually impaired or hard of hearing. The main concern, as with cyclists, is the potential for collisions. A key aim of the trial is to provide evidence to assess safety for the users, other road users and the wider community. A copy of the EQIA has been attached with this paper (see appendices).

6. Local councillors & community boards consultation & views

- 6.1 Prior to the extension in March 2022, ward members from each trial area were emailed on 23rd December 2021 to update them on how the trials were progressing and ask their opinion on extending the trial. They then received a follow up email on 7th January 2022. Their feedback is summarised below.

Aylesbury

- 6.2 We contacted 18 members for Aylesbury and had three responses. All were supportive of the trial extension. Additionally, in previous discussions, other members have been supportive of extending the trials.

High Wycombe

- 6.3 We contacted 22 members from High Wycombe and had five responses. Two of these are supportive and felt it is a good idea to extend the trial.
- 6.4 One councillor was supportive of e-scooters in principle but had concerns about underage users, that they seem quite untidy and can lead to anti-social behaviour (ASB). If the consensus is that they are a helpful green way for (young) adults to get around, and there is no ASB or illegal use, and they work on hills then the councillor would support their continued use.
- 6.5 Two councillors were unsupportive of the trial extension because they felt the e-scooters are not safe for those who are elderly or those with restricted sight, as well as being concerned about ASB and non-observance of the rules. One councillor also believes they only replace walking trips and are being used for leisure, rather than replacing car trips.

Princes Risborough

- 6.6 We contacted three members for Princes Risborough and one councillor responded. They were supportive as shown by their statement – “Thanks for this, personally I like them, they are taking a little time to catch on, so I support the trial extension.”
- 6.7 Community Boards were not contacted directly as they cover a wider area than those of the trials. However, all the chairs were included in our emails in their capacity as local ward members.

7. Communication, engagement & further consultation

7.1 Informal engagement was undertaken before the trial commenced with key stakeholders, including:

- Local disability groups
- Members through the Active Travel Steering Group
- Town and Parish Councils and Town Committees
- Town centre partnerships
- Aylesbury Garden Town
- Chiltern Railways
- Thames Valley Police (TVP)
- BTVLEP
- Transport for Buckinghamshire
- Buckinghamshire Road Safety Team
- Buckinghamshire NHS Trust

7.2 We have a dedicated system on our website to receive anonymised comments from members of the public. So far, we have received 202 comments from Aylesbury, 104 in High Wycombe and 15 in Princes Risborough. Of those comments received, the majority are reporting issues with pavement riding and other misuse of the scooters. These are routinely passed onto Zipp to take appropriate action.

7.3 We will be drafting an email to Members with details of the further trial extension and the data in this report so that we can get their current views on the trials. This will be sent out in September before Members meet for Cabinet in October.

7.4 There is a very mixed representation in the media from interest groups and communities about the benefits and risks associated with micro-mobility vehicles such as e-scooters. Safety has been one of the key issues identified.

8. Next steps and review

8.1 If the extension of the e-scooter trial is approved at Cabinet we will inform the DfT that we wish to extend and will work with them to bring an appropriate Vehicle Service Order into force. We need to inform DfT before 31st October 2022 if we wish to extend the trial.

8.2 We will then work with Zipp Mobility to agree an extension to their contract, publicise the extension and inform key stakeholders of the extension. We will also continue to monitor feedback and manage the operator until May 2024.

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9. Background papers

The E-scooter trials: guidance for local areas and rental operators can be found here:

<https://www.gov.uk/government/publications/e-scooter-trials-guidance-for-local-areas-and-rental-operators/e-scooter-trials-guidance-for-local-areas-and-rental-operators>

The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 came into force on 4th July 2020, to facilitate e-scooter trials can be found here:

<https://www.legislation.gov.uk/uksi/2020/663/made>

10. Your questions and views (for key decisions)

- 10.1 If you have any questions about the matters contained in this report, please get in touch with the author of this report. If you have any views that you would like the cabinet member to consider, please inform the democratic services team. This can be done by telephone 01296 382343 or email democracy@buckinghamshire.gov.uk.

Appendix 1 – Results of the Trials

- 10.2 The trials have so far proved successful with a higher than expected take up of the trial e-scooters. 191,000 trips have taken place so far across the 3 trial areas.
- 10.3 The trial schemes are not supported by public funding and are zero cost to the Council. The Aylesbury and High Wycombe schemes are operating profitably, whilst the more recent trial in Princes Risborough has had a significant impact on carbon emissions (based on estimates using the reduction of car/van use).
- 10.4 60% of users are under 30 years old, with the majority being between 21-30 years. Only 3% of users are over 50 years old. More data on e-scooter user profiles can be found in Appendix 3.
- 10.5 Our trial success is measured by how we meet the following DfT-set Strategic Objectives:

1. To evaluate safety for riders, other road users and the community

- 10.6 So far, we have had four reported health and safety incidents⁵, either on the roads or on shared cycle/pedestrian pavements. Zipp automatically bans users where dangerous riding is reported. These incidents are also reported monthly to the DfT
- 10.7 In May 2022 there was an incident in High Wycombe where a dog was killed by an e-scooter. Zipp worked with the police to identify the rider, who was arrested and has been charged with dangerous driving of a motorised vehicle.
- 10.8 As a whole, we have had very few reports of negative impacts on the community. However, we have received concerns from the public and Members about underage users, use for criminal purposes and multiple occupancy riding. These are reported to the police, who we meet with monthly, and Zipp blocks repeat offenders of antisocial riding. 3 riders have been banned in Buckinghamshire for reckless riding.
- 10.9 E-scooters are not Council property which means that any health and safety incidents are the responsibility of Zipp Mobility and do not need to be reported via the Council's Health and Safety reporting system. Zipp have sufficient public liability insurance to cover any safety incidents.
- 10.10 To try and reduce safety risks for riders, other road users and pedestrians on shared use pavements, the trials include a number of critical elements:

⁵ 1 injury to a pedestrian in Aylesbury, 1 injury to rider in High Wycombe (bruising), 1 injury to rider in High Wycombe (broken kneecap), 1 death of a dog in High Wycombe

- Maximum speed limit of 15.5mph. In Buckinghamshire we have reduced this in key areas in response to local conditions.
- Rider education/training via the booking app
- Offering free helmets and £5 voucher as an incentive to wear them
- Geo-fencing to force reduced speeds and exclude e-scooters from specific areas which are considered less suitable for e-scooters or may pose safety risks
- Specifying journey start and end locations in marked bays to promote good parking practice and reduce obstructing other members of the community such as visually impaired or blind residents
- E-scooters are all painted in the Zipp branding (yellow) and are fitted with identification plate numbers to help aid in reporting riders who break the rules
- All e-scooters are powered down at night to prevent use for criminal activities.

10.11 Out of 3656 collisions in the Thames Valley police region in 2021 (which covers other local authority areas and e-scooter rental schemes), there were only 28 collisions involving e-scooters, representing less than 1% of all collisions in the Thames Valley region. This also represented only 2% of all collisions involving e-scooters reported nationally.

2. To measure the transport mode shift

10.12 Most journeys take around 10-25 minutes, with 13 minutes the average journey time across all three trial sites.

10.13 User survey data indicates that the majority of e-scooter trips have replaced walking trips. Around 20% of rides have replaced car/van/taxi-based trips.

10.14 36% of trips are for commuting purposes. Unfortunately, the data is unclear regarding the 'other' purposes for trips which represents a large group. Given the age profile of the users it is likely that a significant proportion of these journeys are for education purposes, as some of the most popular bays are located outside the colleges in Aylesbury and High Wycombe.

3. To contribute towards Buckinghamshire's ambition to improve air quality and reduce carbon emissions



10.15 There are currently no published studies in the UK to indicate the level of changes to air quality and carbon emissions as a result of introducing e-scooters. Analysis is expected to be published by the DfT in due course.

10.16 However, we estimate that this has prevented around 21 tonnes of carbon emissions based on the survey's estimate of the percentage of car/van-based journeys saved, distances travelled by e-scooters, and the carbon dioxide equivalent emissions of the average car.⁶

4. To evaluate the effectiveness of e-scooters as a new transport mode

10.17 The numbers of registered and regular users have remained broadly consistent across the 18-month trial period. There have been reductions in users during colder weather and the lockdowns, as would be expected.

10.18 E-scooters represent a cheap, clean and convenient form of travel for local journeys and their success can be measured in the higher than expected take up across the trial sites.

5. To evaluate how local characteristics impact on the trial

10.19 We initially had to reduce the e-scooter speed and block off (i.e. geo-fence) certain roads in High Wycombe because of the steepness of the hills.

10.20 Zipp developed bespoke e-scooters with an advanced braking system that has allowed us to open up and test more areas in High Wycombe for usage, so the trial has already led to improvements in e-scooter design.

⁶ <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2022>

Appendix 2 – Key elements of DfT E-scooter trials

- During the trials, e-scooters are being classed as motor vehicles, requiring all users to have a provisional driving licence as a minimum.
- E-scooters in the trials must be covered by a motor vehicle insurance policy. DfT expect all operators to have a policy in place that covers users of the vehicles.
- Users are not required to complete a mandatory training course. We offer training and other safety tutorials on the Zipp App.
- Wearing a helmet is recommended but not a mandatory requirement – however to incentivise use of helmets, Zipp offer a £5 credit to anyone who wears a helmet whilst riding.
- E-scooters are permitted to use the same road space as cycles and Electrically Assisted Pedal Cycles. This means e-scooters are allowed on the road (except motorways) and in cycle lanes and cycle tracks.
- E-scooters can be used on shared cycle/pedestrian pavements through an amendment to the TRO. **E-scooters are not permitted on pavements which are not shared with cycles.**
- The numbers of scooters, potential routes and parking locations were agreed with stakeholders and the operator at the outset. These are reviewed on a monthly basis to ensure issues such as safety concerns can be resolved quickly and to meet new demand where required.
- Geo-fenced zones are also agreed with stakeholders and the operator to enable enforcement of a strict e-scooter use zone.
- Journeys begin and end in pre-defined parking bay locations. The operating model of painted parking bays was agreed with stakeholders and the operator to ensure it was appropriate for the locality. A parking bay is typically indicated by a painted white box marking. These are visible to the community.
- A process has been introduced to ensure engagement with local members and parishes before any new bays are implemented.

Appendix 3 - E-scooter Trial Data (survey 1 July 2021 to 1 April 2022)



Aylesbury E-scooter Trial Statistics

107,943 rides covering 179,685 miles

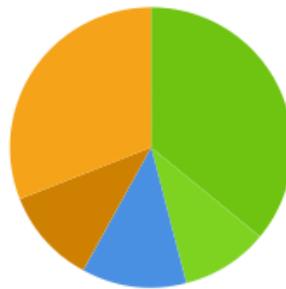


29% of journeys have replaced motor vehicle transport

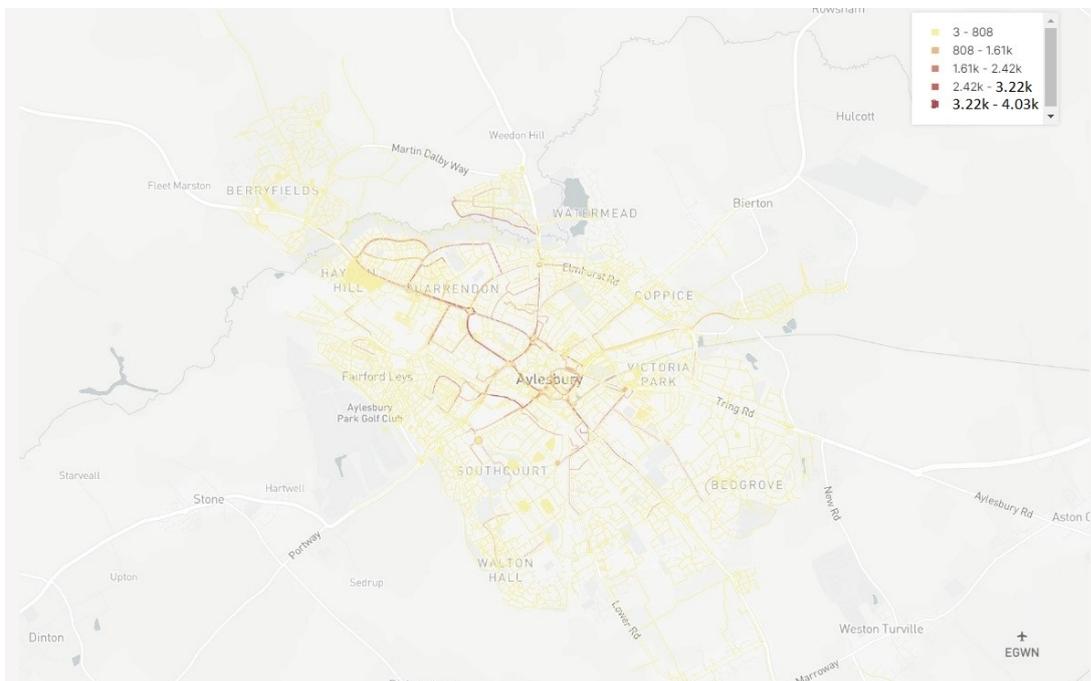


■ Walking (49%)
 ■ Cycling (10%)
 ■ Bus (12%)
 ■ Cars/vans as driver (10%)
 ■ Cars/vans as passenger (5%)
 ■ Motorbikes or mopeds (3%)
 ■ Other motor vehicles (11%)

36% of trips were to or from work or work related reasons



■ To or from work or for work related reasons (36%)
 ■ Personal Errands (10%)
 ■ Leisure Activities (12%)
 ■ Enjoyment or no particular reason (11%)
 ■ Other (31%)

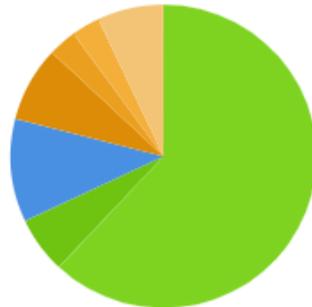


High Wycombe - E-scooter Trial Statistics

72,760 rides covering 111,528 miles

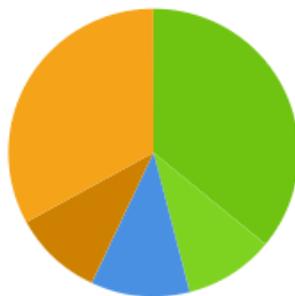


21% of journeys have replaced motor vehicle transport

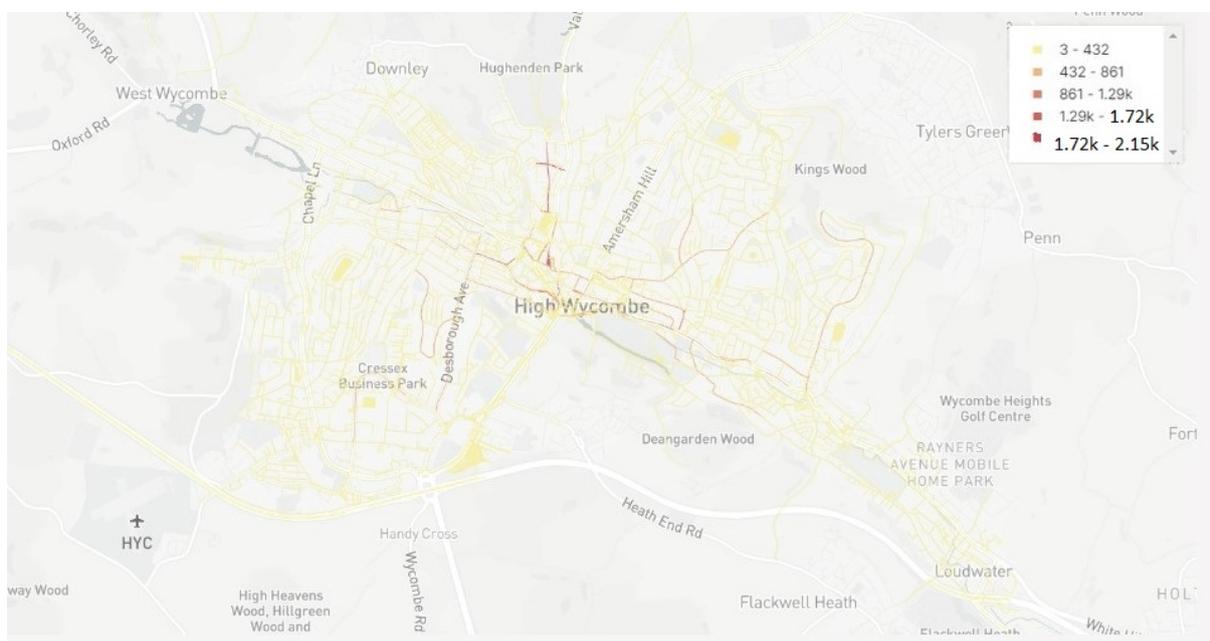


■ Walking (62%)
 ■ Cycling (6%)
 ■ Bus (11%)
 ■ Cars/vans as driver (8%)
 ■ Cars/vans as passenger (3%)
 ■ Motorbikes or mopeds (3%)
 ■ Other motor vehicles (7%)

36% of trips were to or from work or work related reasons



■ To or from work or for work related reasons (36%)
 ■ Personal Errands (10%)
 ■ Leisure Activities (11%)
 ■ Enjoyment or no particular reason (10%)
 ■ Other (33%)

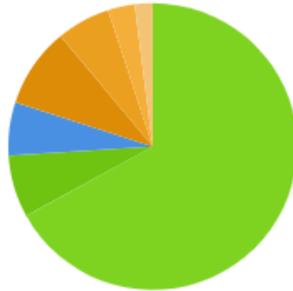


Princes Risborough - E-scooter Trial Statistics

15,262 rides covering 5,971 miles



20% of journeys have replaced motor vehicle transport

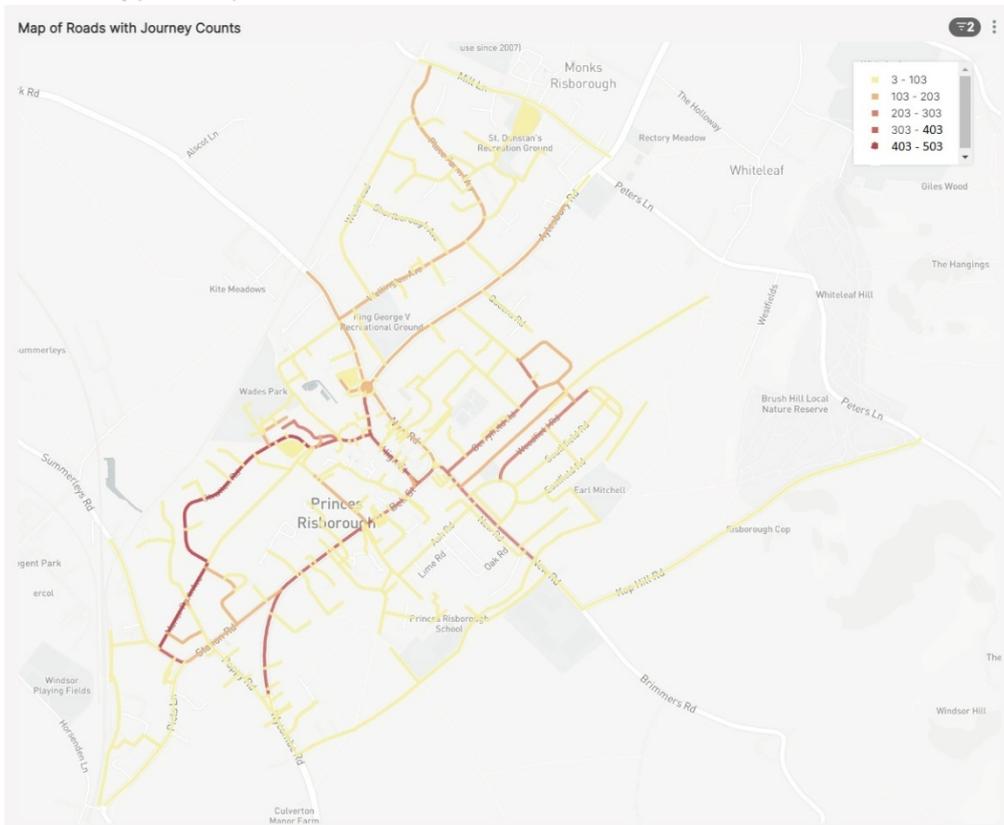


■ Walking (67%)
 ■ Cycling (7%)
 ■ Bus (6%)
 ■ Cars/vans as driver (9%)
 ■ Cars/vans as passenger (6%)
 ■ Motorbikes or mopeds (3%)
 ■ Other motor vehicles (2%)

34% of trips were to or from work or work related reasons



■ To or from work or for work related reasons (34%)
 ■ Personal Errands (11%)
 ■ Leisure Activities (15%)
 ■ Enjoyment or no particular reason (17%)
 ■ Other (23%)



Since the introduction of improved e-scooters in High Wycombe there has been an increase in the number of rides and area coverage since this solution was put in place. High Wycombe saw the highest numbers of ridership in a single day in November 2021. The number of rides per week has also increased from around 800 a week to over a 1000. If the trial were to be extended it would provide more opportunity to see how the adjustment of geofences could impact ridership during the warmer months in an area where hills are considered a barrier to walking and cycling.

We also have demographic data across all the trial areas in the tables below:

	Aylesbury	High Wycombe	Princes Risborough
16-20	21%	24%	23%
21-30	39%	44%	39%
31-40	25%	21%	19%
41-50	11%	8%	12%
51-60	3%	3%	6%
61-70	0%	0%	1%
71-80	0%	0%	0%

	Aylesbury	High Wycombe	Princes Risborough
Male	64%	66%	70%
Female	32%	29%	28%

As expected, the majority of e-scooter riders are between 21-30, however we do have small percentages of riders who are over 40. This does indicate that it is not just young people who are riding the e-scooters. There is also a huge disparity between male and female riders.



Appendix 4 - E-scooter scheme Equality Impact Assessment (EqIA)

Proposal/Brief Title: e-scooter trial in Buckinghamshire

Date: 18.10.2020

Type of strategy, policy, project or service:

Please tick one of the following:

- Existing
- New or proposed
- Changing, update or revision
- Other (please explain)

This report was created by

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Briefly describe the aims and objectives of the proposal below:

Buckinghamshire Council have submitted a proposal to the Department of Transport (DfT) to participate in e-scooter rental trials. These trials have been fast-tracked by the DfT across the country to help ease the burden on public transport and allow for other social distancing options on our transport infrastructure during the current Covid 19 crisis.

Aims of the trial include:

- To inform decision making as to the potential to legalise e-scooter use in future
- To evaluate safety
- To measure the transport mode-shift
- Acceptability to other road users and community and the public response to the trials

What outcomes do we want to achieve?

- To provide evidence so a full assessment of safety for riders, other road users and the community can be undertaken.
- To assess the effectiveness of e-scooters as a transport option in response to Covid 19 and in the future.

- Identify levels of transport mode shift.
- Confirm whether e-scooters make a positive contribution towards the County's ambition to improve air quality and reduce its carbon emissions.

1) Screening Questions

1.1 Does this proposal plan to withdraw a service, activity or presence? No

Please explain your answer: This is a new transport option being introduced in the UK (currently not legal). No current Bucks service, activity or presence will be reduced to accommodate it

1.2 Does this proposal plan to reduce a service, activity or presence? No

Please explain your answer: This is a new transport option being introduced in the UK. No current Bucks service, activity or presence will be reduced to accommodate it

1.3 Does this proposal plan to introduce, review or change a policy, strategy or procedure?

Yes

Please explain your answer: An Experimental Traffic Regulation Order (ETRO) is required to facilitate the trial. The ETRO is for the trial period only. The trial initially lasted 12 months, but has since been extended. Since the last extension, this has been updated to a Permanent TRO which lasts until the trial ends.

Does this proposal affect service users and/or customers, or the wider community? Yes

Please explain your answer: This will be a new mode of transport on the streets and cycle-paths of Buckinghamshire

1.4 Does this proposal affect employees? No

Please explain your answer: In the capacity of an employee of Bucks Council, this proposal does not affect employment terms, conditions or contracts.

1.5 Will employees require training to deliver this proposal? No

Please explain your answer: In the capacity of an employee of Bucks Council, training is not required.

1.6 Has any engagement /consultation been carried out? Yes

Please explain your answer: Internally, engagement and/or papers/briefings have been undertaken with Transport for Bucks, Active Travel Steering Group, Planning, Growth and Sustainability Management Team; officers required to confirm approval via forward plan process to approve ETRO.

Briefing papers have been circulated to all relevant Community Board Members, Town Councils, Parish Councils and town committees. All have been invited to presentations and Q & A sessions which are scheduled for the 8th and 14th Sep 2020.

Briefing papers have been circulated to Bucks Vision, RNIB, BuDS, and PHE. An initial meeting has been undertaken with sight loss organisations and other groups representing vulnerable people.

Externally, initial engagement has been undertaken with Thames Valley Police, NHS Bucks Trust, Aylesbury Garden Town, Chiltern Railways, BTVLEP.

Engagement is planned throughout the trial to ensure the needs of our communities are met.

Are there any concerns at this stage which indicate that this proposal could have negative or unclear impacts on any of the group (s) below? (*protected characteristics). Please include any additional comments.

- A) Age* Yes/No
- B) Disability* Yes**
- C) Gender Reassignment* Yes/No
- D) Pregnancy & maternity* Yes/No
- E) Race & Ethnicity* Yes/No
- F) Religion & Belief* Yes/No
- G) Sex* Yes/No
- H) Sexual Orientation* Yes/No
- I) Marriage & Civil Partnership* Yes/No
- J) Carers Yes/No
- K) Rural isolation Yes/No
- L) Single parent families Yes/No
- M) Poverty (social & economic deprivation) Yes/No
- N) Military families / veterans Yes/No
- O) Gender identity Yes/No

Additional comments (please indicate which of the protected groups you are commenting on):

There are concerns regarding the impact on residents who may be blind, visually impaired or hard of hearing. A key aim of the trial is to provide evidence to assess safety for the users, other road users and the wider community.

As a result of this screening, is an EqlA required?

(If you have answered yes to any of the screening questions or any of the group (above), a full EqlA should be undertaken)

- Yes
- No

Briefly explain your answer:

One of the main aims of the trial is to assess safety. E-scooters are currently illegal in the UK and the Department of Transport would like evidence from the UK to consider safety before the decide whether to make e-scooters legal or not, in the future. This is also a requirement

for Bucks entering into the trial and will provide evidence to identify whether the protected characteristic of disability is significantly impacted. This outcome will feed into our future decision-making processes concerning e-scooter rental schemes in Bucks.

EqIA Screening Sign off

Officer completing this Screening Template: Jess Everett-Puttur Date: 15/08/2022

Equality Lead: (Please insert name) Date: (Please insert Date)

Shadow Buckinghamshire Corporate Board sign off (Please insert name) Date: (Please insert Date)

Please continue to the next page to complete a full EqIA.

EqIA – Full Equality Impact Assessment

Step 1: Introduction

Policy or Service to be assessed: E-scooter trial in Buckinghamshire



EqIA - trial
information.docx

Service and lead officer: Jess Everett-Puttur – Senior Transport Strategy Officer – Planning, Growth and Sustainability

Officers involved in the EqIA:

What are you impact assessing?

- Existing
- New/proposed
- Changing/Update revision

Other, please list:

-
-

Step 2: Scoping – what are you assessing?

What is the title of your service/strategy/policy/project?

E-scooter trial in Buckinghamshire

What is the aim of your service/strategy/policy/project?

The main aim of the trials is to build robust evidence about the safety benefits, public perceptions and wider impacts of e-scooters in order to inform legal changes that may be introduced after the trial period ends by the DfT. It will also provide residents with another transport mode that can help ease the burden on transport networks and allow for social distancing.

Who does/will it have an impact on? E.g. public, visitors, staff, members, partners?

The trial is open to the public to use

Will there be an impact on any other functions, services or policies? If so, please provide more detail

no

Are there any potential barriers to implementing changes to your service/strategy/policy/project?

no

Step 3: Information gathering – what do you need to know about your customers and making a judgement about impacts

What data do you already have about your service users, or the people your policy or strategy will have an impact on, that is broken down by equality strand?

Age: service users are required to possess a provisional driving licence to access the service. This is due to the Department of Transport not being able to change primary legislation at short notice; the service will be limited to those over 16.

Disability: There is potential for e-scooters to impact on the daily lives of residents who are blind, partially sighted or hard of hearing. There is no current evidence in the UK to support perceived or actual impacts. The trial will provide that evidence.

Gender re-assignment: none – no impact

Race: none – no impact

Religion or belief: none – no impact

Sex: none – no impact

Sexual orientation: none – no impact

Pregnancy and maternity: none – no impact

Marriage & Civil Partnership: none – no impact

Do you need any further information broken down by equality strand to inform this EqIA?

Yes

No

If yes, list here with actions to help you gather data for the improvement plan in Step 4

Ongoing evidence from existing trials and this trial once launched will be constantly assessed to ensure impacts on any protected characteristics are mitigated.

Is there any potential for direct or indirect discrimination?

Yes

No

If yes, please provide more detail on how you will monitor/overcome this

The trial could directly impact on residents with disabilities.

Before the trial begins, we are engaging with national and local disability groups to ensure we have considered all their concerns and can provide mitigation where needed. This engagement will continue on a formal basis throughout the trial to enable us to respond to concerns.

Monthly reporting is required by the e-scooter operator to both the DfT and Buckinghamshire Council. This will include levels of incidents and complaints received from the public. These will be reviewed every month to ascertain whether we need to make any changes to the trial details. Should a serious incident take place, the technology behind the scooters can be quickly updated to ensure it does not reoccur.

If the impact on vulnerable residents, other road users, communities and the service users should escalate to an extremely dangerous level we can end the trial early.

Conclusion:

One of the key aims of the trial is to assess the safety of e-scooters in a controlled environment. The DfT have set strict guidelines for operators in terms of the technical specification of the scooters to ensure they are as safe as possible for users and the general public.

By participating in the trial, Buckinghamshire can evaluate evidence based on our own communities and the impact e-scooters may have on our vulnerable residents. It will enable us to control the trial to suit our own local requirements and allow an informed decision-making process over the future use of e-scooters in Buckinghamshire.

Step 4: Improvement plan – what are you going to change?



Issue	Action	Performance target (what difference will it make)	Lead Officer	Achieved
How to take into consideration the impact on residents with disabilities	Engage with disability groups before the trial starts to identify concerns and develop an action plan to address these.	Mitigation in place before the trial starts	Jess Everett- Puttur	
Impacts on residents with disabilities that arise during the trial	Monthly reporting will identify incidents and complaints during the trial period	Adjustments to the trial details will be recorded to mitigate against further incidents and the impact of these changes will be reported	Jess Everett- Puttur	
	Formal engagement will continue with disability groups throughout the trial	Trial plan updated and reviewed on a monthly basis. (this will be daily at the beginning of the trial so adjustments and additional mitigation can be applied).	Jess Everett- Puttur	
Impacts on residents with disabilities of e-scooters	Equality Impact Assessment to be conducted at end of the trial.	Evidence will feed into DfT trial assessment to consider legalisation	Jess Everett- Puttur	

EqIA approved by:

Date:

Next review date:

