

Contains Confidential or Exempt Information	NO
Title	Rental E-scooter trial
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For Consideration By	Cabinet
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Affected Wards	All
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Purpose of Report:

This report proposes the introduction of a pilot rental e-scooter hire scheme in the Borough as part of the Pan-London framework trial co-ordinated by Transport for London for a maximum period of 12-months, commencing in early 2021 and subject to the trial being at least cost-neutral.

1. Recommendations

It is recommended that Cabinet:

- a. Agrees to participate in the pan London e-scooter trial conditionally should a range of financial conditions be met that would enable selected rental e-scooter companies to operate in Ealing using designated parking spaces up to a maximum period of 12-months, with the option to extend by a further 6 months. The trial is being coordinated by Transport for London. Please refer to section 4 for more details.
- b. Delegates authority to the Director of Place Delivery,
 - (i) to make the necessary arrangements (including agreeing terms and conditions and entering into a service agreement and granting licenses to each selected operator) to introduce the pilot scheme, end the scheme or extend the pilot as appropriate in accordance with the contract and licence terms, and
 - (ii) approve the scheme on a permanent basis across the Borough depending upon the outcome of the pilot and final legal position with regard to the status and use of e-scooters

following consultation with the Director of Legal & Democratic Services.

- c. Notes that the Director of Place Delivery will exercise her existing delegated powers to make any traffic orders as may be necessary to implement the scheme and including permitting parking of the e-scooters on the footway (on the basis outlined below) subject to the outcome of statutory consultation.
- d. Notes that the implementation cost of the pilot scheme is expected to be managed within existing staff resources, but that if the cost of the trial exceeds the minimum upfront cost provided by the operators Ealing should only participate if the total cost of setting up the trial is guaranteed from payments by operators.

2. Reason for decision and Options considered

- 2.1 To support a green recovery in response to COVID-19, the Department for Transport (DfT) announced that rental e-scooter trials would be fast tracked to provide an additional mobility option to help reduce the pressure on public transport systems and minimise the spread of COVID-19.
- 2.2 Under previous legislation, e-scooters were illegal to use on the highway and only permitted in private developments. Given the need to react quickly, the DfT amended existing regulations to enable the use of rental e-scooters on the highway from July 4th, 2020 in England. The rental e-scooters will be permitted to be ridden on carriageways, shared footways and cycle lanes and tracks, but are prohibited to be ridden on footways.
- 2.3 The scheme would involve free standing e-scooters available for hire, similar to dockless bikes. The e-scooters themselves feature an individual locking device which is unlocked through an app on the user's mobile phone (Android and IOS). At the end of the journey the e-scooter will be required to be left within a designated parking area, which may take the format of bays, ready for its next use.
- 2.4 London Councils, Transport for London (TfL) and all 33 boroughs have been working in collaboration, at the request of the DfT, to develop a pan-London proposal for the operator selection process in which up to three rental e-scooter operators will be appointed following an OJEU compliant procurement using the innovation partnerships procedure are leading on the procurement of the operators, whom will be operating in all participating boroughs which will ensure continuity across the capital, overcoming inconsistencies in provision and operator protocol that resulted during the emergence of dockless bikes in London. The invitation to tender was launched by TfL on 17th November with successful operators anticipated to be announced early 2021.
- 2.5 This trial is only applicable to rental e-scooters and is anticipated to run for 12-months, with the option to extend by a further 6 months. Privately owned e-scooters will remain illegal to use other than on private property.

3. Key Implications

- 3.1 A e-scooter trial, if successful, would potentially enable a significant mode shift in Ealing. This could help alleviate pressure on the public transport network at a time where this is needed to minimise the spread of COVID-19 and reduce private vehicle use leading to better air quality and less congestion. The scheme fits with several of the Council's priorities and transport policies. Similar e-scooter schemes have already been introduced in many other world cities such as Paris, France, Portland and Los Angeles in the USA plus Singapore.
- 3.2 If scheme goes ahead Ealing would be amongst the first local authorities in the country to have such an e-scooter hire scheme.
- 3.3 The benefit of the scheme is that it would enable cheap e-scooter use for potentially every resident or visitor in the Borough, enabling them to trial a new mobility option. Currently private e-scooters are illegal to use other than on private property, therefore users would be able to experience a new mobility without the need to worry about it being stolen or having suitable parking facilities at their residence.
- 3.4 Concerns about e-scooter speeds have been raised by several groups including the RNIB as they state e-scooters will be difficult to see and hear and will be travelling very fast in comparison to pedestrians, potentially increasing the risk of collisions. To mitigate these concerns e-scooters will be illegal to use on the footway (unless it is a shared footway) so the risk of e-scooters and pedestrians mixing together should be low. Boroughs will also have the capability to choose areas where e-scooter speeds are limited to 8mph and can amend throughout the trial based on feedback.
- 3.5 E-scooters are low maintenance, predominantly made of aluminium and contain a GPS tracker that enables users to find their nearest rental via a smartphone app. For the trial to take place, the DfT have decided to classify e-scooters as motor vehicles, meaning that operators will need to have an insurance policy that covers the users of the vehicles, and e-scooter users will need to hold a provisional or full driving license ([categories AM, A1, A2, A and B](#)), which will limit the age range of users to at least 15 years and 9 months old. However, depending on the operators selected and their insurance, this may increase the minimum age to hire an e-scooter.
- 3.6 The DfT has requested Operators have stringent rider verification, which includes only allowing a driving license to be associated with a single account at one time to prevent fraudulent misuse.
- 3.7 The successful Operators e-scooters will be compliant with the standards the DfT have set out, which includes:
 - Being fitted with an electric motor with a maximum continuous power rating not exceeding 500 watts,
 - has two wheels, one front and one rear, aligned along the direction of travel,
 - are designed to carry no more than one person, has a maximum weight (excluding the rider) of 55kg,
 - Has a power control that defaults to the 'off' position,

- Have a bell or acoustic warning device fitted,
- Have lighting at both the front and rear, which is always on throughout the rental period, and
- Limited to a maximum speed of 15.5mph.

- 3.8 TfL are leading on the procurement process which is an open (one stage tender) innovation partnerships procedure. Ealing Council will have to use all providers selected through the open procedure. A PIN notice has been published and would use an accelerated timescale.
- 3.9 Specific details of the rental e-scooters will be provided as soon as the successful operators have been announced in early 2021. Borough Officers are updated on the trial's status weekly by TfL and London Councils in pan-London meetings.
- 3.10 Rental, and private e-scooters up to this point, have previously been illegal in England. As part of the trial, rental e-scooters will be permitted to be ridden on the public highway (except motorways), shared footways and cycle lanes and tracks. E-scooters will be prohibited to be ridden on footways.
- 3.11 Initially it is proposed that the scheme be introduced in Ealing Broadway and Acton as a first phase. TfL user modelling data has forecasted high levels of demand in Ealing Broadway and Acton based on people's propensity to change transport choice, and areas where overcrowding on the tube and buses compromise social distancing in the most crowded hour. This forecasting is in line with usage data for dockless bikes within Ealing due to being areas of major transport hubs, destination areas and areas with higher propensity to change transport behaviour. Assuming the e-scooters are successful in these areas or residents request an expansion in the operation area, officers would look to do so incrementally within the 12-month trial period.
- 3.12 Following learnings from other trial areas throughout the country, Ministers have suggested that trials should begin small and grow, allowing for early teething issues to be dealt with. At the start of the trial therefore, each operator would be permitted to have a maximum of 50 vehicles. Each operator would be required to keep a minimum of 20 vehicles in each borough. As up to three operators will be appointed, a maximum of 150 vehicles in total would be available at the start of the trial, while 20 vehicles is the minimum number with one operator selected. Ealing has the flexibility to decide the size of parking bays and set the absolute maximum number of vehicles that are permitted within that space. In areas where the Borough wants to guarantee provision, they can label this a 'priority area'. Within priority areas a minimum of 3 vehicles per operator would be required.
- 3.13 As the trial progresses, the number of e-scooters available in the Borough could be revised up, down or stay the same depending on the operator's performance on a monthly basis. A 'dynamic cap' process will be utilised which will allow operators to increase their permitted fleet sizes but also force them to decrease where necessary.
- 3.14 The following three stage review process will be followed for changes to fleet size; performance against key metrics (Stage 1), boroughs, TfL, Police, and any other participating parties (e.g. private landowners) feedback (Stage 2), and operator feedback (Stage 3). This review shall be conducted on a pan-trial

area basis, factoring in an operator's performance across all participating boroughs and sites to ensure demand and performance is consistent across the entire trial area. The review process will be conducted with input from stakeholders as outlined in the 3-stage process.

- 3.15 The metrics to be used in Stage 1 shall assess the need for a change in vehicle numbers and shall be judged across the trial area (i.e. not scored on a borough by borough basis to avoid operators targeting efforts at the expense of other boroughs). The detail of monthly metrics that Operators will be judged on to assess their eligibility for changes to their total fleet numbers will be decided in advance of the upcoming review period, agreed on by the project board composed of TfL, London Councils and representatives from London Boroughs. Where metrics are not met, an operator will not be permitted to increase their fleet size. Where a lower limit exists, if the operator falls below this, they may also be forced to decrease the size of their fleet for the next period (28 days in each period).
- 3.16 There will not be a cap on how many vehicles Operators fleet size can increase or decrease by, which will provide greater flexibility and control, enabling fleets to more easily reflect performance, demand and trial capacity. However, the maximum number of e-scooters in London is capped at 19,800 vehicles across all operators.
- 3.17 Following the 3 stages operators will be informed of the review processes and the outcome.

Parking and Enforcement

- 3.18 The proposed approach to e-scooter parking will be flexible. Officers intend to have a mix of designated parking bays in high footfall areas such as at stations and town centres to ensure the scooters cause little disruption, accompanied by larger geofenced areas elsewhere, with excluded zones highlighted. Officers propose installing the designated parking bays in the first instance on the footway, and as the trial progresses will be able to adapt this approach and the parking areas as our understanding of demand becomes clearer - subject to payments received by operators. The intention is that in high-footfall areas such as prominent train stations these will be bays large enough to accommodate surge demand expected at key destinations.
- 3.19 In London, pavement parking of motorised vehicles is banned in all London Boroughs and the City of London under the Greater London Council (General Powers) Act 1974. Local Councils can however choose to exempt vehicles in certain circumstances. Officers recommend that this approach is adopted for the duration of the trial and will take the approach to identifying suitable parking locations on the footway as outlined in paragraph 3.22. By designating suitable location, it is hoped to minimise unlawful parking of e-scooters on the footway given the issues that there might otherwise be with enforcement. Unlike motorised vehicles such as cars, e-scooters are without a number plate which is generally used to administer a penalty charge notice. Alternatives being considered include using the vehicles unique serial number and sending the penalty charge notice to the operator, rather than the rider.
- 3.20 To encourage sensible rider behaviour and mitigate the chance of collisions between e-scooter riders and pedestrians, shared use paths with pedestrians

will be made into 'go slow areas' with the e-scooter maximum speed limit being capped at 8mph. The Borough has complete autonomy to amend these areas at any point throughout the trial through geofencing technology. These areas will not be limited to shared footways.

- 3.21 Similarly, the Borough will be able to add and amend 'no-go' areas at any point throughout the trial where e-scooters cannot be ridden. Operators will have location-based speed deactivation capabilities which safely stops the motor of the e-scooter and will not reactivate until the vehicle is taken outside the geofenced no-go area and back into the trial area.
- 3.22 In areas where the Council want to guarantee provision such as outside a train station to support last mile journeys, the Council can choose to designate specific areas where operators must ensure a minimum vehicle number is met by a specific time e.g. 18 vehicles by 5am every day, these are called 'priority areas'. A minimum of 3 vehicles per operator are required within the priority areas. The Council can amend these areas at any point throughout the trial and should the utilisation rate in the priority area fall below 1 for 3 consecutive days within the 28-day period, the Council can consider relocating or adjusting the vehicle requirement as per the dynamic cap process.
- 3.23 In areas of high footfall such as town centres or at stations, the intention will be to designate bays virtually through geofencing, and where budgets permit, through a form of physical delineation such as vinyl on the footway to begin with. Officers will carefully select appropriate locations accounting for minimum COVID-19 footway widths of 2 metres. This is not expected to exceed the amount received by the operator, and should it do so, the ongoing costs will be put towards the cost the Council incurred. Should parking bays on the carriageway be sought at a later date when increased user data is obtained, the traffic order could cost up to £1500 per order, but multiple sites can be included on a single order.
- 3.24 Guidance on the signage and bay design for parking is still awaited on by the DfT. The design of the bays adopted may differ depending on what the DfT propose.

Fee structure

- 3.25 As part of the trial each operator will be required to pay an upfront payment to assist the Borough to cover the costs of amending traffic orders and installing any infrastructure, they deem necessary to facilitate e-scooters.
- 3.26 There is an added incentive to join the trial earlier as the upfront amount payable by each operator decreases by 5% from the starting cost of £5000 over each trial period (28 days) up until period 6. For instance, if the Council joined in period 1 the amount payable to the borough from the operators for the upfront cost would be £5000, whereas this would reduce to £4750 (5% decrease) if the borough joined during period 2. The minimum upfront payment shall be £3,000 (per operator) and shall remain the case for any borough joining in the trial, even if it should extend beyond the original 13 periods. TfL are considering changing the on-boarding process to join the trial to every 8 weeks, subject to discussions with operators on whether a 28-day period is operationally possible. Should an eight-week onboarding process to join the trial be adopted, it would mean that the amount received per operator would

reduce by £500 for one period, as it covers two full periods of 28-days. The default position remains that Boroughs will be able to join the trial every four weeks. Boroughs must provide 28 days' notice to join the trial.

- 3.27 Operators will be required to pay the upfront cost in the preceding week, or further in advance (i.e. when the review process in advance of the next period is happening).
- 3.28 95% of the upfront payment will be allocated to the Borough, with TfL taking a 5% fee to pay for facilitating corresponding changes on the TLRN.
- 3.29 Operators will also be required to pay an ongoing monthly cost per vehicle deployed ranging from £5.50 to £7.50 per vehicle depending on the number of vehicles available. This shall be calculated using the average number of scooters made available to hire throughout the preceding review period across the overall trial area, multiplied by a tiered per vehicle fee dependent on the number of scooters in an operator's fleet. Officers will be required to reinvest this money back into the trial, for instance, identifying new dockless parking bays.
- 3.30 For ongoing payments, they will be apportioned as follows and paid into a second centralised pot administered by TfL:

45% of the amount collected for the previous period (sum of all operator's payments) shall be split equally between all participating boroughs for the period

55% shall be split proportionately based on the number of trips which ended in each borough. This shall be calculated by the number of trips ended in a borough divided by the total number of trips in that period. This formula allows greater amounts to be paid to Boroughs where greater infrastructure changes are needed, and therefore costs, are likely to be required. Trips ending on the Transport for London Road Network (TLRN) within a Borough will count towards a Borough's total.

TfL will be take £1 per vehicle trip to pay for ongoing TLRN changes, project management costs and to fund the data platform.

Table 1

Average number of vehicles made available over the 28-day period	Monthly Fee per vehicle
0 - 2200	£5.50 per vehicle
2201 – 4400	£6.50 per vehicle
4401 +	£7.50 per vehicle

- 3.31 In terms of the Council's role, the scheme is essentially permissive. It is proposed that the Council will sign a service agreement with each Operator that will specify the terms and conditions of how the trial will run. In this way, the Council will be able to hold the Operators accountable. This will also enable more consistency across London, with all London Boroughs participating in the trial required to sign these agreements with Operators.

3.32 Within the terms and conditions, there will be a termination clause providing flexibility for the borough to leave the trial if the borough is dissatisfied. The terms and conditions will state that a borough could leave the trial at the start of the next period (i.e. 28 days) and provide operators with 7 days' written notice. The operators will be required to remove all of their e-scooters. It must be noted, that should the Borough decide to leave the trial before it finishes, they will not be able to re-join the trial.

4. Financial implications

4.1 It is likely that some officer time will be required, particularly during the implementation period, to identify suitable sites, areas where e-scooters should not be parked and to assist with comms/marketing. At this stage it is difficult to estimate how many hours this will require, but it is thought that it can be accommodated within existing workloads without the need for additional staff.

4.2 As e-scooters are a new mobility, and for the duration of the trial will remain classified as motor vehicles, there will be a cost to amend cycle track traffic orders to permit their use. The DfT have confirmed they will amend regulations to disapply the requirement for carriageway standards on re-classified cycle tracks. TfL, London Councils, and all Borough Officers are awaiting confirmation from the DfT on updates to the regulation. The DfT have indicated that they are considering the provisions and potential drafting amendments and plan to consult on these changes to the Traffic Signs Regulations and General Directions 2016 (TSRGD) in November, with a view to introducing the changes early in the New Year.

4.3 Officers are striving for Ealing to join the trial within the first period, being one of the first London Boroughs to formally express interest in participating. Under a worst-case scenario of one operator being selected, Ealing Officers expect to receive a minimum of £4750 as a one-off upfront cost (accounting for the 5% fee to TfL). This may be subject to change depending on the DfT's decision on how Boroughs can permit e-scooters to use cycle tracks and subsequent changes to traffic orders and required upfront costs, as discussed in in 8.11 risk management section.

4.4 To ensure Ealing has the opportunity to join the trial within the first period, if not second, notwithstanding the pending information on the cycle track traffic orders, the table below indicates worst-case scenarios and cost implications on the ability of the upfront payment to cover the costs of the trial. The traffic order costs are to be confirmed based on the DfT's decision.

4.5 Should Ealing's participation in the trial be confirmed, to ensure the Borough can join as soon as possible, internal existing budgets will be used to cover the set-up costs which will be remunerated by the upfront payment received from operators.

4.6 The fee levels are shown in a table in the above fee structure section. The collected monthly sum will be distributed using the methodology indicated in fee structure section 3.30. This shall be calculated using the average number of e-scooters made available to rent throughout the preceding review period across the overall trial area, multiplied by a tiered per vehicle fee dependent on the number of scooters in an operator's fleet. Officers will be required to reinvest this money back into the trial.

Table 2

Variable	Scenario 1	Scenario 2	Scenario 3	Notes
Number of operators	1	2	3	
Maximum starting number of vehicles	50	100	150	Maximum permitted number of starting vehicles
One-off upfront Operator payment	£4,750	£9,500	£14,250	Accounting for TfL 5% fee, joining period 1
Infrastructure costs	£278	£556	£833	Based on 50% of bays requiring physical infrastructure i.e. paint/vinyl to house 9 scooters. Cost of bays and infrastructure tbc estimated at £100 per bay.
Estimated traffic order costs	£9,000	£9,000	£9,000	Based on previous traffic orders costing £3,000 each. 3 cycle tracks identified in Ealing. Cost TBC.
Ealing project management cost	£494	£987	£1,481	10% of upfront cost
Total Ealing Set up Cost	£9,771.50	£10,543	£11,315	
Net (loss)/surplus	£-5021.50	£-1,043	£2,935	
Would the upfront payment cover the set-up costs of the trial	No	No	Yes	
Estimated minimum monthly income expected	£75	£150	£225	Assumed 20 vehicles per operator
What month would the upfront cost and ongoing payments break even	It doesn't	8	Immediately at launch	Assumed each e-scooter operator has 100 vehicles per month, from period 2, and starting vehicle number at 20 per operator
Would the minimum upfront payment cover the trial set up costs	No	No	No	Minimum upfront payment per operator is £3,000

4.7 The table above, Table 2, provides a range of scenarios to show the combined anticipated upfront and minimum monthly payments expected from operators based on a range of scenarios. As the expected final cost of setting up the trial is dependent on a number of factors including the number of operators selected (as this will influence how many parking bays will likely be needed) and the

traffic management order process the DfT requires and therefore, costs, the table provides an indication of expected payments from operators, costs required by the Council to facilitate the trial's set-up, and an overview of whether expected payments received by Operators will cover the trial's costs.

- 4.8 The trial's monthly amount of money payable will be dependent on a number of factors such as number of operators selected, the number of Boroughs participating (as this will influence number of e-scooters in circulation), the number of e-scooters a Borough will permit, and apportionment of monthly costs. Therefore, predicting the monthly income is difficult at this stage. The table below, Table 3, provides two scenarios to show the likely anticipated income on average for a trial period of 28-days. As there are too many variables it is only an indication to show how the income is calculated.

Table 3

Ongoing income	Scenario 1	Scenario 2	Notes
No of participating Boroughs	11	11	Based on the current, at the time of writing, confirmed interest in participating in the trial from period 1
No of Operators	2	3	
Minimum e-scooters in circulation in London	440	660	Minimum 20 per operator per Borough
Minimum scooters in Ealing	40	60	
Charge per e-scooter	£5.50	£5.50	
Total monthly income collected	£2,420	£3,630	Across the 11 Boroughs
Ealing share of 45%	£99	£148.50	Shared equally between 11 Boroughs
Total number of e-scooter trips in London	61,600	92,400	Assumed 5 trips per scooter for 28-day trial period
Trips finishing in Ealing	1,848	2,772	Assumed 3% of total trips
Ealing share of 55%	£51	£76	
Total monthly income to Ealing	£150	£224.50	Estimated minimum income to be received for a trial period of 28-days

- 4.9 Ealing Officers recommend that Ealing only participates in the trial should the total cost of setting up the trial be guaranteed by operator payments. The cost of setting up the trial is dependent on a number of factors which are awaited, including the number of operators selected and the cost of the traffic orders.

4.10 While there is uncertainty, for both costs, and estimated revenue at this current time, Ealing Officers will have all of the required information to calculate accurate projections before recommending the final decision to the Director of Place Delivery and agreeing to the trial and signing agreements with operators.

5. Legal

5.1 Under section 137 of the Highways Act 1980 it is an offence to obstruct the free passage along a highway without lawful authority or excuse. Any scheme proposed will need to operate on the basis that bicycles are left only where or in circumstances where they do not cause an obstruction or where express authority has been given whether by means of a traffic order or otherwise as appropriate.

5.2 The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 (SI 2020/663) came into force on 4th July 2020. These were made in order to enable a trial of electric scooters to assess their suitability for use on roads.

5.3 The proposals are to regulate rental e-scooter trials as similarly as possible to electrically assisted pedal cycles (EAPCs). During the trial, however, e-scooters will continue to be classed as motor vehicles, meaning requirements to have insurance and the correct type of driving license will continue to apply. The DfT note that following trials, they may look to amend the law to treat e-scooters more like EAPCs, which are not treated as motor vehicles in law.

5.4 To enable the e-scooter trials the following regulatory changes have been made:

- E-scooters will continue to fall within the statutory definition of a motor vehicle and will be required to have the following standards as laid out in paragraph 3.6
- The DfT will issue vehicle orders under s44 and s63(5)-(7) of the Road Traffic Act 1988 for vehicles of particular operators assessed as being suitable to participate in the trials.
- E-scooters can have a maximum speed limit of 15.5mph matching the speed limit for EAPCs, have a permitted vehicle mass from 35kg to 55kg, and have seating provision.

5.5 To ride a rental e-scooter, riders will be required to have a full or provisional license (categories AM, A1, A2, A and B). The DfT will amend the various existing requirements in the [Motor Vehicles \(Driving Licences\) Regulations 1999](#) that currently require users to hold a full category A, AM licence, a full category B licence pre-2001, or later full category B licence plus CBT certificate.

5.6 To permit e-scooters within the definition of vehicles permitted, the DfT have made regulatory changes to the [Traffic Signs Regulations and General Directions 2016](#).

5.7 The definition of a cycle lane will be amended to read 'part of a carriageway of a road reserved for pedal cycles and/or electric scooters that is separated from the rest of the carriageway—' or similar. This will permit e-scooters to be used

in cycle lanes. It also means that the cycle symbol on signs will apply to e-scooters.

- 5.8 Ealing will be required to amend our traffic orders that apply to cycle lanes, to reflect the change in regulations that the cycle lane is for use by pedal cycles or e-scooters.
- 5.9 Ealing also has cycle tracks in the borough. The DfT have stated that local authorities can designate road space as either cycles lanes or cycle tracks. To enable e-scooter use, cycle tracks would need to be redesignated as cycle lanes. The DfT are expected to amend Traffic Signs Regulations and General Directions 2016 to enable Boroughs to reclassify cycle tracks. They are in the process of drafting these amendments which they intend to consult on the changes in November, with a view of introducing the changes in the New Year.
- 5.10 In London, pavement parking of motorised vehicles is banned in all London Boroughs and the City of London under section 15 of the Greater London (General Powers) Act 1974. Section 15 does however give London councils the power to permit parking of motor vehicles on the footway as specified in subsections 15(4) to (6) of the 1974 Act in certain circumstances.
- 5.11 The procurement is being conducted by TfL in accordance with the Public Contracts Regulations 2015 (as amended) which permit the use of the innovation partnership procedure under Regulation 31 and allows a contracting authority to procure a provider(s) to work with it to research, develop and then exploit a service or supply that does not currently exist.

6. Value For Money

- 6.1 The scheme offers good value for money because operators are required to pay an upfront cost of to assist the Council in setting up the trial, in addition to an ongoing cost per e-scooter (ranging from £5.50 per scooter to £7.50 per month).
- 6.2 While the trial may not extend past 12 months, Officers intend to use the money supplied by operators as part of this trial to create dockless parking bays for e-scooters and dockless bikes. This will benefit the Council in the long term as designated parking bays will be required as part of the pan London dockless byelaw that is anticipated to be enacted shortly, therefore reducing the cost to the Council in terms of officer time and infrastructure.

7. Sustainability Impact Appraisal

- 7.1 A comprehensive Strategic Environmental Assessment covering transport projects has been completed as part of the LIP 2019-22.
- 7.2 This proposal is in alignment with the Ealing Transport Strategy and TfL's Mayor's Transport Strategy.
- 7.3 The proposal may contribute to lowering carbon emissions in the Borough by providing an alternative sustainable mobility solution, helping to improve local air quality.

- 7.4 Any surplus income generated by the ongoing monthly payments will be reinvested in the maintenance of existing and the identification of new dockless parking bays to enable more people the option to travel sustainably.
- 7.5 Environmental credentials will be assessed as part of any selection process to ensure only the most environmentally friendly operators are permitted to operate in London. This includes an environmental focus on minimising their own environmental and congestion impacts associated with deployment, collection and redistribution of vehicles, Ensuring that the vehicles in use have a low lifecycle environmental impact, being able to demonstrate their environmental credentials in manufacture, maintenance, durability (including expected lifespan) and end-of life processes; and minimising waste generated in the course of operations.
- 7.6 Operators must provide monthly updates on energy consumption, stats on servicing, lifetime mileage, maintenance schemes and recycling.

8. Risk Management

- 8.1 While operators will be required to pay an upfront payment to the Council and an ongoing monthly payment for the duration of the Council's involvement in the trial, as the DfT are yet to outline the process of how to amend cycle track traffic orders, there is a risk that depending on the solution the DfT identifies, there may be higher set up costs which would not be covered by the minimum upfront cost payable of £3,000 if one operator was to be selected.
- 8.2 There is a financial risk that should operators want to increase their fleet size, which would need to go through the approval process outlined in section 3.13 and 3.14, that this would require additional infrastructure. However, this is mitigated as London Borough representatives will form part of the project review board, alongside TfL and London Councils who will be taking into account the deliverability of increasing fleet sizes and associated needed infrastructure.
- 8.3 Although low, there is the possibility of a reputational risk to the Council if residents or businesses do not like the scheme and complaints are high and they associate the scheme with the Council. As the scheme will be monitored and reviewed monthly against a set of metrics this will enable Officers to make necessary changes to address concerns. If the Council does however feel that the trials outcomes do not align with the Council's policies, the Borough can leave the trial at any point.
- 8.4 Minimizing and addressing safety concerns have been at the forefront of the trials design.
- 8.5 The DfT requires that in order to use a rental e-scooter, the rider must hold a full or provisional driver's license ([categories AM, A1, A2, A and B](#)), this means that people over the age of 15 will legally be able to access the scheme, subject to the operators selected and the insurance that they hold which may increase the minimum age required to hire an e-scooter such as the recently launched Milton Keynes trial where the minimum age of hire is 18. The operators selected will be required to have an authentication step verifying this such as photo identification of the necessary license. As young people with provisional licenses will be permitted to hire a rental e-scooter this may pose a road safety

risk as they may be unfamiliar with the Highway Code and navigating the highway with other vehicles.

- 8.6 Operators will be expected to provide comprehensive and clear information and training to users on how to ride e-scooters safely and considerately. Information provided should inform riders of how to operate the device safely, the rules for user and relevant traffic offences.
- 8.7 Visible, easily legible, clear safety information will be made available on each vehicle. Safety information will include requirements to obey all relevant legislation and trial rules.
- 8.8 The DfT have not mandated helmet use, although operators are encouraged to provide these.
- 8.9 The Borough will agree with the operators on where the vehicles will be deployed, this will help address any safety concerns that are received by residents.
- 8.10 There is a risk that as e-scooters will be new to the streets of Ealing, residents will not at first be aware of them. Due to the relatively small size of e-scooters and their motor size they are generally quiet. This may cause issues with other road users such as cyclists in cycle lanes and tracks. While advice on how to use the road will be provided on each vehicle to help minimize any conflict, there is still a small risk. There is potential to work with Operators to explore the possibility of running education schemes with new users on how to safely ride on e-scooters and mix with other road users, particularly in areas of high usage of young people to address road safety concerns they may pose.
- 8.11 To minimize the risk of the e-scooters becoming a trip hazard, particularly in high footfall areas, Officers will seek to install bays within the 'furniture zone' of the footway – i.e. areas which already have street furniture. Officers will also carefully select appropriate locations accounting for minimum COVID-19 footway widths of 2-metres in these high footfall areas where the e-scooters must be left. The dockless parking bay will be geofenced at a minimum enabling the rider to know where they can leave the vehicle, although a small margin of error will be permitted. Should the Council receive feedback on specific bays the locations can be amended at any time throughout the trial.
- 8.12 Should the trial be extended, or e-scooters be made legal permanently the Council will likely look to install more robust parking bays such as corrals which will require upfront costs in terms of infrastructure and traffic order amendments.

9. Community Safety

- 9.1 From a community safety point of view, the Borough may receive reports of anti-social behaviour surrounding the e-scooters; poor parking, e-scooters being moved by non-users and stolen e-scooters. The responsibility for correcting these issues will lie with the Operators respective Operations Team. As these issues form part of the review criteria should such issues arise the Council will be able to flag this with the intention to begin a review of the number of operating vehicles in the Borough as part of the dynamic cap process.

- 9.2 It is likely that the most popular locations for picking up/dropping off e-scooters will be around stations and in town centres, which are already covered by CCTV. This should also help reduce any anti-social behaviour and provide a better chance for perpetrators to be caught.
- 9.3 Should comments or complaints about how e-scooters are being ridden or parked be received, the Council will be able to amend no-go, go-slow and parking areas.
- 9.4 The DfT requires all devices to be fitted with a bell or acoustic warning device fitted to alert pedestrians when they use shared footpaths.

10. Links to the 3 Key Priorities for the Borough

- **Good genuinely affordable homes**
The transport offering in the Borough will be improved, helping local people to access services more effectively.
- **Opportunities and living incomes**
The proposal will offer an alternative mobility solution for residents to access jobs, education and services more effectively including those without access to a car during a period when public transport is much less of an option. If the scheme helps to increase the mode share of e-scooters by reducing the use of the car, then the air quality in the Borough will improve.
- **A healthy and great place**
If the scheme helps to increase the mode share of e-scooters by reducing the use of the car, then the air quality in the Borough will improve.

11. Equalities, Human Rights and Community Cohesion

- 11.1 An e-scooter specific Equalities Analysis Assessment has been produced and can be found in Appendix 1.
- 11.2 If the scheme is successful, it could provide cheap access to e-scooters in the borough without the need for residents to worry about the scooter being stolen, and having to purchase other, potentially expensive, security paraphernalia.
- 11.3 To ensure the service provides an affordable service that is genuinely able to compete with other transport options in London, the selected operators will be required to offer low-income/equitable access customer plans, details of these will be released once the operators have been selected.

12. Staffing/Workforce and Accommodation implications

- 12.1 There is no impact on Council accommodation.
- 12.2 It is certain that some officer time will be required to help operators set up the scheme (e.g. identifying potentially locations where e-scooters may or may not be left), to assist in developing the comms, and to monitor the performance of the operators against key metrics set. It is also likely that there will be a number of complaints from residents and businesses, particularly in the first weeks of implementation as the public get used to the scheme. At this stage it is difficult

to estimate how many hours this will require, but it is thought that it can be accommodated within existing workloads without the need for additional staff.

13. Property and Assets

- 13.1 There are no impacts on Council property.
- 13.2 If the scheme proves very successful, it may be appropriate to convert some existing parking spaces to provide dockless parking, to ensure that dockless bicycles and e-scooters are parked in more convenient locations (e.g. close to popular destinations like stations or town centres) on the carriageway. This may have a small impact on income. In the first instance, it is not expected to convert any parking spaces. Should dedicated on-carriageway parking spaces be identified as necessary as the trial progresses, Officers will assess the impact of this on income and proceed where deemed appropriate.

14. Any other implications:

- 13.1 There are no other implications of these proposals.

15. Consultation

- 15.1 Should any parking spaces require converting to e-scooter/dockless hire mobility parking spaces, these could be installed using an experimental traffic order or statutory traffic order consultation.
- 15.2 As e-scooters are not currently permitted to be used in Ealing, amendments to existing cycle track traffic orders are required to permit their use. The DfT have issued guidance that these changes to traffic orders can be amended under an experimental traffic order to promptly respond to COVID-19.
- 15.3 We are still waiting on the DfT to release guidance on how to amend cycle track traffic orders to permit e-scooters, but anticipate that any consultation required will follow the experimental traffic order consultation of notices.
- 15.4 All traffic notices must be in place prior to the start of the trial in order to legally permit e-scooters.

16. Timetable for Implementation

- 16.1 Given the nature of the trial, Officers recommend that in keeping with the COVID-19 recovery purpose the scheme, its best to begin preparing for the launch of the trial as soon as possible.
- 16.2 The following timetable provides a provisional indication of likely timeframes.

Item	Date
Cabinet decision	8 December 2020
TfL launch operator procurement process	17 November 2020
TfL award contracts to successful operators	Early 2021
Other London areas commence trial	Spring 2021
Ealing Trial set up	Spring 2021
Commencement of trial in Ealing	Spring 2021
Review of trial	Monthly
Conclusion of 12-month trial	Spring 2022

17. Conclusion

17.1 Permitting rental e-scooter hire scheme on a trial basis should the payments received by operators cover the trials set up would appear to have several advantages for the Borough:

- Provide a green alternative mobility option at a time where there is reduced public transport capacity whilst helping to minimise the spread of COVID-19.
- It could facilitate modal shift from motorised transport with associated air quality benefits.
- As one of the first Councils to implement the scheme, it could have benefits being associated with an innovative transport scheme.
- There is little to no reputational risk to the Council, with the option to withdraw support at any point.
- There is little financial risk as other than officer time and traffic order costs, there is no financial commitment to the scheme.

18. Appendices

18.1 Appendix 1: E-scooter trial Equalities Analysis Assessment.

18. Background Information

- Guidance issued by the DfT on the trial can be found [here](#).
- Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 SI 2020/663
- Dockless Cycle Hire – Cabinet report, 11 July 2017
- Local Implementation Plan (Transport) 2019-22 – Cabinet Report, 12 February 2019
- Transport Strategy, Cabinet Report, 5 June 2018
- Mayor’s Transport Strategy – Mayor of London, 2018

Consultation:

Name of consultee	Post held	Date sent to consultee	Date Response received	Comments appear in report paragraph:
Internal				
Tony Singh	Head of Highways	30/07/2020		
Lucy Taylor	Director of Growth and Sustainability			
Dipti Patel	Director of Place Delivery			
Jackie Adams	Head of Legal (Commercial)	13/08/2020, 09/09/2020, 08/10/2020, 5/11/2020	14/08/2020, 22/11/2020	
Gina Cole	Head of Parking Services	30/07/2020		
Chuhr Nijjar	Senior Contracts Lawyer	17/08/2020, 09/09/2020, 08/10/2020, 5/11/2020	20/08/20, 22/11/2020	
Surekha Chavda	Commercial Manager	14/09/2020	14/09/2020	
Russell Dyer	Assistant Director Accountancy	18/08/2020, 09/09/2020, 08/10/2020, 5/11/2020		
Gary Alderson	Interim Executive Director of Place			

Report History:

Decision type:	Urgency item?
Key decision	No

Report no.	Report author and contact for queries:
	Georgia Corr, Transport Planner Email: corrgeorgia@ealing.gov.uk
	Tel: (020) 8825 9267

Appendix 1: E-scooter trial Equalities Analysis Assessment

EAA Title	E-scooter trial Equalities Analysis Assessment
Please describe your proposal?	Project
Is it HR Related?	No
Corporate Purpose	Cabinet Report Decision

1. What is the Project looking to achieve? Who will be affected?

(i.e. Please provide an overview of the aims, objectives and desired outcomes of what you are proposing. Who currently uses the service that will be affected by your proposal? Who will be affected by any changes? What are their current needs? Please add your data here.)

To support a green recovery in response to COVID-19, the Department for Transport (DfT) announced that rental e-scooter trials would be fast tracked to provide an additional mobility option to help reduce the pressure on public transport systems and minimise the spread of COVID-19.

Ealing has been working with London Councils, Transport for London (TfL) and all boroughs to develop a Pan-London proposal for a rental e-scooter trial. TfL are leading on the procurement of the operators, whom will be operating in all participating boroughs which will ensure consistency across the capital, overcoming inconsistencies in provision and operator protocol that resulted during the emergence of dockless bikes in London.

Up to three rental e-scooter operators are anticipated to be selected which would allow them to make free standing e-scooters available for hire, similar to dockless bikes. The e-scooters themselves feature an individual locking device which is unlocked through an app on the user's mobile phone (Android and IOS). It is estimated that a 10-minute journey will cost each user £2.50. At the end of the journey the e-scooter will be required to be left within designated parking areas, which may take the format of bays, ready for its next use.

This trial is only applicable to rental e-scooters and is anticipated to run for 12-months, with the option to extend by a further 6 months. Privately owned e-scooters will remain illegal to use other than on private property.

The rental e-scooters will be permitted to be ridden on highways (except motorways), shared footpaths and cycle lanes and tracks, but are prohibited to be ridden on footways. The Borough will also have autonomy throughout the entirety of the trial to amend areas 'geofenced' as 'go slow areas' where e-scooter maximum speed limits will be capped at 8mph.

Similarly, the Borough will be able to add and amend 'no go' areas at any point throughout the trial. Operators will have location-based speed deactivation capabilities which safely stops the motor of the e-scooter and will not reactivate until the vehicle is taken outside the geofenced no-go area and back into the trial area.

As e-scooters have only been legalised by the DfT in early July, there is currently little data on how they are used in the context of the UK. The intended outcomes of the trial are therefore as follows:

- Provide a new mobility service to ensure resilience against COVID-19 and reduce strain on public transport capacity.
- To explore and understand the appropriate e-scooter operating standards, safety standards and regulations to ensure they benefit e-scooter users as well as Londoners as a whole, and feed this insight gleaned through data collection into the DfT ahead of any changes to relevant legislation.
- To understand the impact of e-scooters on demand for travel by car, walking and cycling and public transport as well as where e-scooters can enhance transport options and complement existing public transport.
- To support ongoing restart and recovery objectives by providing a genuine green alternative to both private car and capacity restricted public transport, as part of London's wider re-opening following the coronavirus pandemic.
- To understand user and non-user reaction to e-scooters, their attitudes and perceptions.
- To understand the commercial viability of rental e-scooters in London, determine any areas of market failure including inequality in access.

Other users of cycleways, roads and shared pathways will be affected by this proposal.

2. What will the impact of your proposal be?

(i.e. Please provide a before and after picture of the service that will be affected by your proposal e.g. how does it currently operate and then how it will operate after your proposal has been implemented. Where possible please be clear on the number of people or size of the community affected)

As this is a 12-month trial - with the option for a 6-month extension - and rental e-scooters have only been legalised by the DfT in England, on 4th July 2020, there is currently little data on how they are used in the context of the UK.

Similar e-scooter schemes have already been introduced in many other world cities such as Paris, Portland and Los Angeles, plus Singapore. In Paris, from January 2020, a total of 15,000 e-scooters were made available to hire from 3 operators. Research conducted revealed that 30 per cent of Paris residents who used an e-scooter in 2019 said they would have used public transport if the service did not exist. In light of COVID-19, this indicates that similar, if not more residents and visitors may seek to use e-scooters rather than use public transport, helping to minimise the spread of the virus.

The success of e-scooters in tackling issues such as these is indicated by research undertaken in Santa Monica, California, which states that 40% of trips made by e-scooter would have been made by car otherwise. E-scooter rider in Lisbon were estimated to save 120 metric tonnes (120,000 kgs) of CO₂ from being emitted nationwide, emphasising the schemes potential as part of the Council's green transport recovery.

Initially it is proposed that the scheme be introduced in Ealing Broadway and Acton as a first phase. TfL user modelling data has forecasted high levels of demand in Ealing Broadway and Acton, based on people's propensity to change transport choice, and areas where overcrowding on the tube and buses compromise social distancing in the most crowded hour. This forecasting is in line with usage data for dockless bikes within Ealing due to being areas of major transport hubs, destination areas and areas with higher propensity to change transport behavior. Assuming the e-scooters are successful in these areas or residents request an expansion in the operation area, officers would look to do so incrementally within the 12-month trial period.

All data gained will be used to determine whether Ealing would benefit from scooters in the future.

To hire an e-scooter, users will need to hold a provisional or full driving license (categories AM, A1, A2, A and B), this will limit the age range of users to at least 15 years and 9 months old. However, depending on the operators selected and their insurance, this may increase the minimum age to ride an e-scooter.

At the start of the trial each operator would be permitted to have a maximum of 50 vehicles available in the Borough. As up to three operators will be appointed, a maximum of 150 vehicles in total would be available at the start of the trial. Within a set parking bay/area, a minimum of 3 per operator would be required (minimum of 9 e-scooters per bay at all times). The total number of e-scooters in operation in Ealing is not set at 150, Operators will be able to apply to increase their fleet numbers which will need to go through a three-step review process. Should an operator be successful they will be able to increase their total number of e-scooters. There is no cap on the number they can increase their e-scooters by. Offices from London Boroughs will be part of the review project board approving the increase in fleet sizes.

Similarly, to encourage good operator compliance, should a Borough be dissatisfied with an operator's performance as they do not meet the criteria, they can begin the process to reduce the number of e-scooters in operation.

Overall, the proposal will potentially create larger numbers of users of the local cycleways and shared footpaths and a reduction in public transport usage.

2. Impact on Groups having a Protected Characteristic

AGE: *A person of a particular age or being within an age group.*

State whether the impact is positive, negative, a combination of both, or neutral: Combination

Describe the Impact

(Please be as specific and clear as possible when describing the impact and include any local data i.e. service usage. If this is lacking please include regional or national data or research. Please identify any differential impact on different age groups. Please note if there is no differential impact on people with this characteristic, please state this)

As riders will be required to hold a provisional or full license, only those that hold a license and are over the age of 15 years legally will be able to access and benefit from the scheme first-hand. This is subject to the operators selected and the insurance they hold which may increase the minimum riders age. As part of the Governments bail-agreement with TfL, from October half term children who are 15 and live less than two miles from their school will no longer be eligible for free travel. Rental e-scooters will therefore provide an alternative mobility solution for this group which enables social distancing.

Similarly, the scheme will enable other groups such as commuters to try out this low carbon mobility option. This will help reduce the strain on public transport when it's at reduced capacity, reduce the risk of the virus transmitting while also contributing to a green transport recovery.

As the scheme will enable those who hold a provisional license to hire an e-scooter and mix with general traffic, this does pose a road safety concern as they may be unfamiliar with the Highway Code and navigating the highway with other vehicles.

As the scheme will provide a new mobility option, it is anticipated that this may result in less car trips being made, helping to improve the local air quality benefiting groups such as children and the elderly that may not necessarily take these trips themselves, but are susceptible to poor air quality and will benefit from the expected environmental improvements.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

Describe the Mitigating Action

(Please describe 'any' actions you will take to limit the impact of your proposal on this group. Please be open and forthright, decision makers need to be provided with as clear a picture as possible.)

To counter any negative safety concerns, operators will be expected to provide comprehensive and clear information and training to users on how to ride e-scooters safely and considerately. Information provided should inform riders of how to operate the device safely, the rules for user and relevant traffic offences.

Visible, easily legible, clear safety information will be made available on each vehicle. Safety information will include requirements to obey all relevant legislation and trial rules. While advice on how to use the road will be provided on each vehicle to help minimize any conflict, there is still a small risk. There is potential to work with Operators to explore the possibility of running education schemes with new users on how to safely ride on e-scooters and mix with other road users, particularly in areas of high usage of young people to address road safety concerns they may pose.

DISABILITY: *A person has a disability if s/he has a physical or mental impairment which has a substantial and long term adverse effect on their ability to carry out normal day to day activities¹.*

State whether the impact is positive, negative, a combination of both, or neutral: Combination

Describe the Impact

(Please be as specific and clear as possible when describing the impact and include any local data i.e. service usage. If this is lacking please include regional or national data or research. Please identify any differential impact on people with different types of disabilities. Please note if there is no differential impact on people with this characteristic, please state this)

At the initial launch, Ealing will look for riders and Operators to park the e-scooters within designated parking bays on the footway which may present a trip hazard to some disabled groups such as those who are blind or partially sighted. The parking bays will be delineated virtually by geofencing at a minimum, and where budgets permit, physical delineation to ensure greater compliance. Riders will be only be allowed to end their ride and leave their scooters within these bays, so there will be clusters of vehicles in certain locations. Should the trial be extended, or e-scooters be made legal permanently the Council will likely look to install more robust parking bays such as corrals helping to physically delineate parking spaces on the carriageway.

E-scooters will be illegal to use on the footway (unless it is a shared footway) so the risk of e-scooters and pedestrians mixing together should be low.

The DfT's legal definition of an e-scooter can have seating permission. Depending on the operators selected and whether they have this facility, this will be able to appeal to the elderly and those with some disabilities.

¹ Due regard to meeting the needs of people with disabilities involves taking steps to take account of their disabilities and may involve making reasonable adjustments and prioritizing certain groups of disabled people on the basis that they are particularly affected by the proposal.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:
Describe the Mitigating Action
<i>(Please describe 'any' actions you will take to limit the impact of your proposal on this group. Please be open and forthright, decision makers need to be provided with as clear a picture as possible.)</i>
<p>To minimize the risk of the e-scooters becoming a trip hazard, particularly in high footfall areas, Officers will seek to install bays within the 'furniture zone' of the footway – i.e. areas which already have street furniture. Officers will also carefully select appropriate locations accounting for minimum COVID-19 footway widths of 2-metres in these high footfall areas where the e-scooters must be left, through a virtual geofenced bay and where budgets permit through physical infrastructure. The dockless parking bay will also be geofenced enabling the rider to know where they can leave the vehicle, although a small margin of error will be permitted. Should the Council receive feedback on specific bays the locations can be amended at any time throughout the trial. Parking locations will be communicated to the operators to ensure geofenced parking restrictions are correctly established.</p> <p>To encourage sensible rider behaviour and mitigate the chance of collisions between e-scooters and pedestrians, shared use footways with pedestrians such as those in parks will be made into 'go slow areas' with the e-scooter maximum speed limit being capped at 8mph. The Borough has complete autonomy to amend these areas at any point throughout the trial through geofencing technology. These areas will not be limited to shared footway.</p> <p>As e-scooters are anticipated to be quiet vehicles due to their nature, the DfT have required that all scooters will have a bell or acoustic warning device fitted. This will help alert blind or partially blind groups of their presence.</p> <p>All e-scooters will be required to have lighting at both the front and rear of the vehicle which is always on throughout a rental period after as per the DfT's requirements. This may aid visibility for pedestrians with low visibility.</p>

GENDER REASSIGNMENT: <i>This is the process of transitioning from one sex to another. This includes persons who consider themselves to be trans, transgender and transsexual.</i>
State whether the impact is positive, negative, a combination of both, or neutral: Neutral
Describe the Impact
<i>(Please be as specific and clear as possible when describing the impact and include any local data i.e. service usage. If this is lacking please include regional or national data or research. Please note if there is no differential impact on people with this characteristic, please state this)</i>
There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.
Alternatives and mitigating actions which have been considered in order to reduce negative effect:
Describe the Mitigating Action
<i>(Please describe 'any' actions you will take to limit the impact of your proposal on this group. Please be open and forthright, decision makers need to be provided with as clear a picture as possible.)</i>
Not applicable.

RACE: A group of people defined by their colour, nationality (including citizenship), ethnic or national origins or race.
State whether the impact is positive, negative, a combination of both, or neutral: Neutral
Describe the Impact
<i>(Please be as specific and clear as possible when describing the impact and include any local data i.e. service usage. If this is lacking please include regional or national data or research. Please identify any differential impact on people from different ethnic backgrounds. Please note if there is no differential impact on people with this characteristic, please state this)</i>
There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.
Alternatives and mitigating actions which have been considered in order to reduce negative effect:
Describe the Mitigating Action
<i>(Please describe 'any' actions you will take to limit the impact of your proposal on this group. Please be open and forthright, decision makers need to be provided with as clear a picture as possible.)</i>
Not applicable.

RELIGION & BELIEF: Religion means any religion. Belief includes religious and philosophical beliefs including lack of belief (for example, Atheism). Generally, a belief should affect a person's life choices or the way you live for it to be included.
State whether the impact is positive, negative, a combination of both, or neutral: Neutral
Describe the Impact
<i>(Please be as specific and clear as possible when describing the impact and include any local data i.e. service usage. If this is lacking please include regional or national data or research. Please identify any differential impact on people with different religious beliefs. Please note if there is no differential impact on people with this characteristic, please state this)</i>
There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.
Alternatives and mitigating actions which have been considered in order to reduce negative effect:
Describe the Mitigating Action
<i>(Please describe 'any' actions you will take to limit the impact of your proposal on this group. Please be open and forthright, decision makers need to be provided with as clear a picture as possible.)</i>
Not applicable.

SEX: Someone being a man or a woman.
State whether the impact is positive, negative, a combination of both, or neutral: Neutral
Describe the Impact
<i>(Please be as specific and clear as possible when describing the impact and include any local data i.e. service usage. If this is lacking please include regional or national data or research. Please note if there is no differential impact on a persons gender, please state this)</i>
There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.
Alternatives and mitigating actions which have been considered in order to reduce negative effect:
Describe the Mitigating Action

(Please describe 'any' actions you will take to limit the impact of your proposal on this group. Please be open and forthright, decision makers need to be provided with as clear a picture as possible.)

Not applicable.

SEXUAL ORIENTATION: *A person's sexual attraction towards his or her own sex, the opposite sex or to both sexes.*

State whether the impact is positive, negative, a combination of both, or neutral: Neutral

Describe the Impact

(Please be as specific and clear as possible when describing the impact and include any local data i.e. service usage. If this is lacking please include regional or national data or research. Please note if there is no differential impact on people with this characteristic, please state this)

There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

Describe the Mitigating Action

(Please describe 'any' actions you will take to limit the impact of your proposal on this group. Please be open and forthright, decision makers need to be provided with as clear a picture as possible.)

Not applicable.

PREGNANCY & MATERNITY: *Description: Pregnancy: Being pregnant. Maternity: The period after giving birth - linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, including as a result of breastfeeding.*

State whether the impact is positive, negative, a combination of both, or neutral: Neutral

Describe the Impact

(Please be as specific and clear as possible when describing the impact and include any local data i.e. service usage. If this is lacking please include regional or national data or research. Please note if there is no differential impact on people with this characteristic, please state this)

There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

Describe the Mitigating Action

(Please describe 'any' actions you will take to limit the impact of your proposal on this group. Please be open and forthright, decision makers need to be provided with as clear a picture as possible.)

Not applicable.

MARRIAGE & CIVIL PARTNERSHIP: *Marriage: A union between a man and a woman. or of the same sex, which is legally recognised in the UK as a marriage
Civil partnership: Civil partners must be treated the same as married couples on a range of legal matters.*

State whether the impact is positive, negative, a combination of both, or neutral: Neutral

Describe the Impact

(Please be as specific and clear as possible when describing the impact and include any local data i.e. service usage. If this is lacking please include regional or national data or research. Please note if there is no differential impact on people with this characteristic, please state this)

There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.

Alternatives and mitigating actions which have been considered in order to reduce negative effect:

Describe the Mitigating Action

(Please describe 'any' actions you will take to limit the impact of your proposal on this group. Please be open and forthright, decision makers need to be provided with as clear a picture as possible.)

Not applicable.

3. Human Rights²

4a. Does your proposal impact on Human Rights as defined by the Human Rights Act 1998?

No

4b. Does your proposal impact on the rights of children as defined by the UN Convention on the Rights of the Child?

No

4c. Does your proposal impact on the rights of persons with disabilities as defined by the UN Convention on the rights of persons with disabilities?

No

(If yes, please describe the effect and any mitigating action you have considered.)

4. Conclusion

(Please provide a brief overview/summary of your analysis in light of the protected characteristics. Please describe the overall impact of your proposal where possible and mitigating actions undertaken by other areas of the Council or by local partners)

The project is intended to offer a new mobility option for residents and visitors of Ealing to help reduce pressure on public transport whilst it's at reduced capacity, limit the spread of COVID-19 and form part of a green recovery; global data indicates that e-scooters hold the potential to help achieve this.

The groups with the following protected characteristics may be affected by the e-scooter trial:

- Disability
- Age

There is no evidence of anticipated impacts on groups with the following protected characteristics:

- Sex
- Sexual Orientation
- Gender Reassignment
- Marriage & Civil Partnership
- Race
- Religion & Belief
- Pregnancy & Maternity

² For further guidance please refer to the Human Rights & URNC Guidance on the Council Equalities [web page](#).

4a. What evidence, data sources and intelligence did you use to assess the potential impact/effect of your proposal? Please note the systems/processes you used to collect the data that has helped inform your proposal. Please list the file paths and/or relevant web links to the information you have described.

(Please list all sources here: i.e. local consultation, residents' survey, census etc.)

- Guidance issued by the DfT on the trial can be found [here](#).
- Lime 2018 end of year report can be found [here](#)
- Lime (2019) analysis on Portugal's e-scooter experience can be found [here](#)

5. Action Planning: *(What are the next steps for the proposal please list i.e. what it comes into effect, when migrating actions³ will take place, how you will measure impact etc.)*

Action	Outcomes	Success Measures	Timescales/ Milestones	Lead Officer (Contact Details)
Cabinet Approval	Report submitted to Council Cabinet Meeting	Formal approval from the Council Cabinet	December 2020	Georgia Corr
Taking into account any ongoing feedback received in relation to the trial, with any adverse impacts listened to and parking areas and geofenced areas (no go, go slow, priority areas) adjusted accordingly.	Trial is given permission to go ahead.	No	Spring 2021 – Spring 2022	Georgia Corr

Additional Comments:

None.

6. Sign off: *(All EAA's must be signed off once completed)*

Completing Officer Sign Off:	Service Director Sign Off:	HR related proposal (Signed off by directorate HR officer)
Signed:	Signed:	Signed: N/A
Name (Block Capitals): GEORGIA CORR	Name (Block Capitals): DIPTI PATEL	Name (Block Capitals): N/A
		Date:

³ Linked to the protected characteristics above

Date: 26/11/2020	Date:	
For EA's relating to Cabinet decisions: received by Committee Section for publication by (date):		

Appendix 1: *Legal obligations under Section 149 of the Equality Act 2010:*

- As a public authority we must have due regard to the need to:
 - a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- The protected characteristics are: AGE, DISABILITY, GENDER REASSIGNMENT, RACE, RELIGION & BELIEF, SEX, SEXUAL ORIENTATION, PREGNANCY & MATERNITY, MARRIAGE & CIVIL PARTNERSHIP

- Having due regard to advancing equality of opportunity between those who share a protected characteristic and those who do not, involves considering the need to:
 - a) Remove or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - b) Take steps to meet the needs of persons who share a relevant characteristic that are different from the needs of the persons who do not share it.
 - c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

- Having due regard to fostering good relations between persons who share a relevant protected characteristic and persons who do not, involves showing that you are tackling prejudice and promoting understanding.

- Complying with the duties may involve treating some people more favourably than others; but this should not be taken as permitting conduct that would be otherwise prohibited under the Act.