

SSA EQUALITY IMPACT AND NEEDS ANALYSIS

Directorate	Environment and Community Services
Service Area	Transport Strategy
Service/policy/function being assessed	E-scooter trial
Which borough does the service/policy apply to	Richmond
Staff involved	Jane Greatholder, Senior Transport Planner
Date approved by Directorate Equality Group (if applicable)	
Date approved by Policy and Review Manager	
Date submitted to Directors' Board	

SUMMARY

Please summarise the key findings of the EINA.

A public e-scooter hire scheme could provide a new transport option that would improve access, including for many people with protected characteristics.

The scheme would be restricted to use by those that hold a provisional or full driving licence.

Inconsiderate use of e-scooters could give rise to negative impacts, particularly for the elderly, for people with disabilities and people with babies or young children.

The scheme would be a 12-month trial for London and ongoing evaluation and research would be carried out on a regional and national basis throughout the course of the trial.

1. Background

Briefly describe the service/policy or function:

The government has passed legislation to allow trial public hire schemes of e-scooters, subject to Department for Transport approval. The Council is working with Transport for London, London Councils and with other London boroughs to investigate the potential for a London trial.

Covid 19 has impacted the capacity of public transport as well as making some people less willing to use public transport. The Council is keen to promote a sustainable recovery and e-scooters may provide an alternative for some car journeys.

Covid 19 has highlighted the importance of improving air quality.

A public e-scooter hire scheme would provide e-scooters for public use, similar to Transport for London's Santander Cycle hire. Customers use an app to locate, unlock and pay for use of an e-scooter and tracking systems on the e-scooter enable customers and the operating company to locate it.

Public e-scooter hire schemes are available in many cities overseas and some UK cities have launched small trials using the Department for Transport scheme.

Many details of any potential trial are yet to be determined but the following are some of the main features:

- Use of E-scooters other than those participating in a trial approved by the Department for Transport is illegal
- Use would be permitted on roads and cycle lanes. E-scooters would not be permitted on pavements (other than shared use cycle paths)
- No more than one person would be permitted to use any given e-scooter at any one time
- Users must have a valid provisional or full driving licence

- Parking spaces would be designated in the app and on the street. In less busy areas, the Council could designate a wider permission to park
- No charging infrastructure would be required on the streets because operators would retrieve the scooters to charge them or swap batteries
- Speeds will be limited to 15.5mph
- Certain areas may be designated as no-go areas or go-slow areas and these will be enforced remotely using geo-fencing and the e-scooters' motors
- The initial fleet would be small, with a process for review and increase of the number of e-scooters permitted
- A trial would last for 12 months and the Council would be entitled to withdraw at any point

Transport for London would lead on the procurement and selection of (up to three) operators based on criteria which prioritise safety and the management of public space.

2. Analysis of need and impact

Protected group	Findings
Age	<p>GLA 2019 data</p> <p style="text-align: right;">Richmond</p> <p>0 to 15 20.8%</p> <p>16 to 64 63.8%</p> <p>65 and over 15.4%</p>
Disability	<p>ONS 2011 census data</p> <p style="text-align: right;">Richmond</p> <p>Disability or 11.5% health problem that effects their day to</p>

	day life
Gender (sex)	<p>ONS 2011 census data</p> <p style="text-align: center;">Richmond</p> <p>Male 49%</p> <p>Female 51%</p>
Gender reassignment	Not available
Marriage and civil partnership	<p>GLA 2019 data</p> <p style="text-align: center;">Richmond</p> <p>Divorced 7.9%</p> <p>Civil Partnership 0.4%</p> <p>Married 47.3%</p> <p>Separated 2.2%</p> <p>Single 36.7%</p> <p>Widowed 5.4%</p>
Pregnancy and maternity	<p>PHOF 2016 data</p> <p style="text-align: center;">Richmond</p> <p>Live births per 1000 females 64.57 (15-44)</p>
Race/ethnicity	<p>GLA 2019 data</p> <p style="text-align: center;">Richmond</p> <p>Persons BAME 15.9%</p> <p>UK nationals 82.2%</p> <p>Non-UK nationals 17.3%</p>

Religion and belief, including non belief	<p>GLA 2019 data</p> <p style="text-align: center;">Richmond</p> <p>Buddhist 0.8%</p> <p>Christian 55.3%</p> <p>Hindu 1.6%</p> <p>Jewish 0.8%</p> <p>Muslim 3.3%</p> <p>Sikh 0.8%</p> <p>Other 0.5%</p> <p>No religion 28.4%</p>
Sexual orientation	<p>ONS annual population survey 2017</p> <p>Approximately 2% of the population identify as LGBT (data inconclusive as often undeclared)</p>
Across groups i.e older LGBT service users or bme young men	<p>Not available</p>
Consultation findings	<p>Transport for London has engaged with a wide range of stakeholders, including accessibility, equality and inclusion groups. Further engagement will be required at a local level.</p>

Data gaps.

Data gap(s)	How will this be addressed?
<p>For simplicity and data protection reasons, most e-scooter hire operators may not collect or share data relating to protected groups. The Council will not automatically</p>	<p>Different academic studies are being carried out relating to the use of public e-scooter hire schemes and officers keep informed of developments.</p>

<p>know the extent to which the scheme is used by protected groups.</p>	
<p>Officers do not collect personal information (re. protected groups) about people raising concerns about e.g. badly parked e-scooters</p>	<p>Regardless of who reports a badly parked bike, it may be assumed that the impact on the elderly and those with disabilities may be more significant.</p>

3. Impact

Protected group	Positive	Negative
<p>Age</p>	<p>E-scooters would be available to all (who have a driving licence), including those who would otherwise be unlikely to consider purchasing an e-scooter of their own.</p> <p>E-scooters would be available to young people (who have a driving licence) who may be less likely to be able to afford a car.</p>	<p>E-scooters do not provide a transport solution for children.</p> <p>Older people are more likely to have mobility issues or disabilities and could be particularly adversely affected if e-scooters are parked or ridden inconsiderately (e.g. on footways).</p> <p>E-scooters are more likely to appeal to younger people – a study from a scheme in Paris indicates that more than half of the local users were aged under 35.</p> <p>To mitigate against the negative impacts identified the Council would propose to:</p> <ul style="list-style-type: none"> • Continue to work with TfL, London Councils and London Boroughs to ensure suitable criteria for the appointment of operators and appropriate obligations relating to good management of the scheme • Identify potential for designated parking locations on carriageway rather than footway • Continue to work with TfL, London Councils and London Boroughs to develop a suitable programme of communications • Continue to work with TfL, London Councils and London Boroughs to ensure suitable mechanisms for complaints and monitoring.

		<ul style="list-style-type: none"> • Liaise with the police regarding the enforcement of laws relating to e-scooter use
Disability	<p>Some people with disabilities find it easier to use an e-scooter than to cycle or walk.</p>	<p>Some disabilities prevent people from obtaining a driving licence, which would exclude them from using this scheme.</p> <p>People with mobility issues, sight impairment or other disabilities, may be particularly adversely affected if e-scooters are ridden or parked inconsiderately.</p> <p>To mitigate against the negative impacts identified the Council would propose to:</p> <ul style="list-style-type: none"> • Continue to work with TfL, London Councils and London Boroughs to ensure suitable criteria for the appointment of operators and appropriate obligations relating to good management of the scheme • Identify potential for designated parking locations on carriageway rather than footway • Continue to work with TfL, London Councils and London Boroughs to develop a suitable programme of communications • Continue to work with TfL, London Councils and London Boroughs to ensure suitable mechanisms for complaints and monitoring. • Liaise with the police regarding the enforcement of laws relating to e-scooter use
Gender (sex)	<p>Women are less likely to own a car and an e-scooter may provide a useful means of transport.</p>	<p>Research indicates that e-scooters are more likely to be used by men than by women.</p> <p>Women are less likely to have a driving licence and so will be excluded from this trial.</p>

		<p>Women are more likely to be walking with prams and buggies and may be adversely affected if e-scooters are parked inconsiderately on footways.</p> <p>To mitigate against the negative impacts identified the Council would propose to:</p> <ul style="list-style-type: none"> • Continue to work with TfL, London Councils and London Boroughs to ensure suitable criteria for the appointment of operators and appropriate obligations relating to good management of the scheme • Identify potential for designated parking locations on carriageway rather than footway • Continue to work with TfL, London Councils and London Boroughs to develop a suitable programme of communications • Continue to work with TfL, London Councils and London Boroughs to ensure suitable mechanisms for complaints and monitoring. • Liaise with the police regarding the enforcement of laws relating to e-scooter use
Gender reassignment	No data suggesting impact specific to gender reassignment	No data suggesting impact specific to gender reassignment
Marriage and civil partnership	No data suggesting impact specific to marriage and civil partnerships	No data suggesting impact specific to marriage and civil partnerships.
Pregnancy and maternity	No data suggesting positive impact specific to pregnancy and maternity	<p>E-scooters do not permit passengers, including young children.</p> <p>If e-scooters are badly parked they can hinder access, particularly for people with prams or buggies.</p> <p>To mitigate against the negative impacts identified the Council would propose to:</p>

		<ul style="list-style-type: none"> • Continue to work with TfL, London Councils and London Boroughs to ensure suitable criteria for the appointment of operators and appropriate obligations relating to good management of the scheme • Identify potential for designated parking locations on carriageway rather than footway • Continue to work with TfL, London Councils and London Boroughs to develop a suitable programme of communications • Continue to work with TfL, London Councils and London Boroughs to ensure suitable mechanisms for complaints and monitoring. • Liaise with the police regarding the enforcement of laws relating to e-scooter use
<p>Race/ethnicity</p>	<p>E-scooters will be more accessible for all, including BAME, which groups are currently under-represented among cyclists, less likely to own a car and more likely to work unsocial hours when public transport services are less frequent. They may be more likely to work in jobs that cannot be carried out remotely and so do not have the option of working from home.</p>	<p>People from BAME groups are less likely to have a driving licence and so may be excluded from using this trial.</p>

Religion and belief, including non-belief	No data suggesting impact specific to religion and belief	No data suggesting impact specific to religion and belief
Sexual orientation	No data suggesting impact specific to sexual orientation	No data suggesting impact specific to sexual orientation

Unless otherwise specified, research on e-scooters is taken from the CoMoUK website

4. Actions

These actions will be tracked by the Policy and Review Team.

Action	Lead Officer	Deadline
Continue to work with TfL, London Councils and London Boroughs to ensure suitable criteria for the appointment of operators and appropriate obligations for good management of the scheme	Jane Greatholder	Prior to launch
Identify potential for designated parking locations on carriageway rather than footway	Jane Greatholder	Prior to launch
Continue to work with TfL, London Councils and London Boroughs to develop a suitable programme of communications	Jane Greatholder	Prior to launch
Continue to work with TfL, London Councils and London Boroughs to ensure suitable mechanisms for complaints and monitoring	Jane Greatholder	Prior to launch
Liaise with the police regarding the enforcement of laws relating to e-scooter use	Jane Greatholder	Prior to launch
Liaise with and attend meeting of the Equality Stakeholder Scrutiny Group	Jane Greatholders	March 2021
Encourage any selected operator to promote the scheme with under-represented groups e.g. via engaging with the Equality Stakeholder Scrutiny Group.	Jane Greatholder	Prior to launch and ongoing

5. Consultation

The scheme would be a trial, part of a national approach co-ordinated by the Department for Transport (DfT). The DfT will carry out monitoring and evaluation across all trial areas.

The scheme would form part of a London trial, co-ordinated by Transport for London and London Councils. Additional research and consultation in the course of the trial is likely to be carried out at a London-wide level. The Council will support participation in national and regional research and consultation and will, if appropriate, complement this with additional local engagement.

The Department for Transport and Transport for London have carried out engagement with groups including the following:

- TfL Independent Disability Advisory Group
- Guide Dogs
- London Vision
- RNIB
- NFBUK
- Age UK London
- TfL Youth Panel
- Race Equality Foundation
- TfL Valuing People group
- Headway
- Alzheimer's Society UK
- Transport for All
- National Autism Society

The specification drawn up by Transport for London for the operation of the scheme has been informed by feedback from this exercise.

The lead officer attended the Disability Advisory Group on Access on 15 December 2020 and will liaise with the Equality Stakeholder Scrutiny Group

