

Report to Economy, Skills, Transport and Environment Scrutiny Board

9 March 2023

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| Subject: | West Bromwich E-Scooter Trial Zone Review |
| Director: | Director of Regeneration and Growth Tony McGovern |
| Contact Officer: | Andy Miller – Strategic Planning and Transportation Manager andy_miller@sandwell.gov.uk |

1 Recommendations

- 1.1 That the Board considers and comments on the E-scooter Trial that operated in West Bromwich between December 2020 and November 2022.
- 1.2 That the Board makes any recommendations it feels appropriate for consideration by Cabinet in the event that a future request is received by an E-scooter hire company to operate in Sandwell.

2 Reasons for Recommendations

- 2.1 The Board requested an opportunity to comment on the operation of the E-scooter trial in West Bromwich and where appropriate make recommendations to Cabinet to be considered prior to any decision on future E-scooter hire schemes in Sandwell following the ending of the trial in November 2022.



3 How does this deliver objectives of the Corporate Plan?

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|  | <p>People live well and age well</p> <p>E-scooters may encourage modal shift away private care use for short trips, reducing air pollution and decreasing the associated risks of lung and heart damage.</p> |
|  | <p>Strong resilient communities</p> <p>E-scooters offer increased accessibility into West Bromwich town centre for communities who use the centre as a local hub.</p> |
|  | <p>A strong and inclusive economy</p> <p>E-Scooters are a new micro-mobility technology and the operation of an E-scooter trial zone helps establish Sandwell as a centre of innovation.</p> <p>E-scooters offer increased accessibility into West Bromwich town centre strengthening its role as a social, retail, educational and employment centre.</p> |
|  | <p>A connected and accessible Sandwell</p> <p>The provision of E-scooters may encourage modal shift from car use for short trips, improving air quality and reducing emissions.</p> |

4 Context and Key Issues

- 4.1 E-scooters are a relatively new form of personal transport that has emerged as technology, cost effective manufacturing, and batteries improve. They have become a regular site in many cities around the world and public sharing/hire schemes are common.
- 4.2 Although their use on the public highway, including footways, is currently illegal in the UK, their sale is not. As a result, there are now large numbers of E-scooters in private ownership and unlawful usage on the public highway is widespread with effective enforcement extremely difficult.



4.3 There is no doubt that micro-mobility technology such as E-scooters can, in an urban context, help with providing easy first and last mile access to destinations. However, as with any emerging technology, there are concerns about unintended consequences such as the safety of riders and other road users such as pedestrians; the implications for the visually impaired are of particular concern. Indeed, the National Federation of the Blind has opposed E-scooter trials in the UK on the basis that they pose a risk for blind and partially sighted people. Operators have continued to engage at a national level with organisations representing the visually impaired.

4.4 As part of a wider initiative to promote active and micro-mobility transport as part of a green and healthy recovery from Covid19, the then Secretary of State for Transport announced in early Summer 2020 that the twelve-month long E-scooter trials already being planned by the Department for Transport (DfT) would be bought forward to enable them to commence from July of that year. The objectives of the trials included:

- Providing faster access to more places;
- Accelerating the ability of the transport system to return to normal post-pandemic;
- Off-setting the potential for a mass reversion to car use in urban areas;
- Supporting a healthy and green re-start post-pandemic;
- Providing learning;
 - Improving the evidence base, which globally is inconclusive;
 - Understanding if E-scooters could be made safer if they are not safe enough;
 - Informing future legislation and/or regulation (particularly important following the transport select committee's recommendation to legalise E-scooter use in the UK and the government's subsequent announcement that it intends to do so);
 - Better understanding of pricing models.

4.5 Within its guidance for the trials, the DfT stated that E-scooters would continue to fall within the statutory definition of a motor vehicle. The specifics of what constitutes an E-Scooter are contained at Appendix A.



4.6 Following a full procurement process led by TfWM in conjunction with Birmingham City Council (as lead authority), Swedish micro-mobility firm Voi were nominated as the sole operator for trials being held in the West Midlands. Voi were also appointed to run trials in Northamptonshire, Bristol, Cambridge and Liverpool. Voi appointed a dedicated West Midlands operational manager, as well as fleet, charging and maintenance teams across the region to support the trials.

The West Bromwich Trial

4.7 Sandwell's trial formed part of a regionally coordinated programme of E-scooter trials for the West Midlands. These have been managed in a close partnership between Local Highway Authorities, TfWM and the chosen operator Voi. Local Highway Authorities led on the zone identification, road safety and traffic management issues, whilst Voi has been responsible for the operation of the E-scooters themselves and the online platform for hiring scooters. TfWM has supported through coordination, resourcing and facilitation.

4.8 West Bromwich was originally chosen as the location for the Sandwell element of the trial based on its high footfall (as the primary retail and commercial centre in the borough); low speed roads (due to West Bromwich's 20mph zone); transport links (in particular West Midlands Metro and West Bromwich Bus Station); day time population (estimated pre-Covid at approximately 13,600) and size (just over one square mile). The trial zone boundary is shown on the plan at Appendix B.

4.9 The main particulars of the West Bromwich trial were;

- Ran initially for six months but was subsequently extended to coincide with the end of the intended end of the Voi contract in November 2022*.

* Subsequently the West midlands Voi contract was further extended to 28th February 2023. Sandwell chose not to extend the trial accordingly.



- Hired E-scooters could only be used within the defined Trial Zone (private E-scooters remain illegal) and usage was governed by the rules set out in the operational playbook (see Appendix C).
- Operating hours were 06.00 to 20.00.
- E-scooters had a maximum speed of 12.5m and were restricted to roads with a speed limit of 30mph or lower.
- Wearing of helmets was advised but not mandatory.
- Users had to be eighteen or over and hold a driving license (including provisional licenses).
- E-scooters were barred from entering certain areas within the trial zone. These areas were specified as 'no ride zones'. They were;
 - The pedestrianised section of West Bromwich High Street
 - Garden of Remembrance
 - New Square
 - Oak House Park
 - Metro Plaza
 - Private Land including Sandwell, Astle Retail Park, West Bromwich Bus Station, the shopping centres of Kings Square and Queens Square, Metro Stop walkways and platforms.
- Parking was dockless. Apart from defined 'no park zones', users could leave their scooters wherever their trip ended as long as it followed parking standards (parked on footway, upright and not blocking pedestrian movements).
- 50 scooters were deployed. There was provision to expand to 150 if demand indicated a need but this was never achieved. The operator was required to 'rebalance' the locations of E-scooters throughout the period of allowed operations.

4.10 Users booked and payed for the E-scooters using Voi's smartphone app. The basic rate was 20p per minute, or £12 per hour. The app also communicated to expectations of users and offered training around safe riding and parking as well as alerting users when they were about to leave the trial zone or enter a 'no ride zone'.

4.11 Where an E-scooter user was involved in an accident with a pedestrian, animal or vehicle that results in personal injury or property damage, the



operator was required to report the accident to Voi and the Local Highway Authority no later than 24 hours after the event, providing information concerning the accident.

4.12 The West Bromwich trial ended in November 2022. All the scooters were removed meaning that there is no longer any legal use of E-scooters in Sandwell.

Experience Nationally

4.13 There are 32 areas across England in which rental E-scooter trials have taken place, including the West Midlands, since their inception in July 2020. In the first 18 months of operation it was estimated that around 14.5 million trips were undertaken.

4.14 DfT commissioned an evaluation into the ongoing trials which reported in December 2022¹. It concluded that E-scooters could provide a real alternative to other modes of transport, including cars. The evaluation, examined how and why rental E-scooters are used, and by whom, as well as safety, mode shift, environmental and wider social impacts.

4.15 The evaluation finds evidence to suggest that as the trials became more mature, users are seeing E-scooters less as a novelty and more as a convenient mode of transport that they could use to get to specific destinations. This is reflected by the fact that the proportion of users shifting from private motor vehicles to E-scooters has been increasing over time, while mode shift from active modes has been decreasing.

4.16 The evaluation also brought into focus the safety record of rental E-scooters. Data highlighted in the report indicates that the frequency of rental E-scooter collisions was higher during 2021 than for pedal cycles (including bicycles and e-bikes), though this was *'likely to be driven in part by the novel nature of the mode'*.

4.17 It is also noted that findings show collisions were more likely to occur among less experienced users, *'making it difficult to make like-for-like comparisons with more established modes'*. While the frequency of rental



E-scooter collisions was higher than for pedal cycles, the types of injuries reported by users appeared broadly similar to the types of injuries reported by cyclists.

- 4.18 The evaluation highlighted stakeholder concerns around technical elements of the scooter design such as audibility, visibility and acceleration. Rider behaviour, particularly pavement riding, was a concern among pedestrians with mobility issues and blind or partially sighted individuals.
- 4.19 Amongst the improvements suggested in the report are greater clarity on E-scooter rules (such as parking), differences between rental and private scooters, and on safety information, segregated lanes, more on-road parking and improvements to parking bay signage.
- 4.20 The report does not cover private E-scooter use. However, it is recognised that private use is widespread and that this may affect the perceptions of the trials on behalf of non-users and the recording of safety data.
- 4.21 The Parliamentary Advisory Committee on Transport safety has carried research into the safety of privately-owned E-scooters in the UK². The research found that since 2019 up to the early December 2022, there were 31 deaths involving E-scooters with ages ranging from 12 years old to 75, though the latter was not a rider. Twelve riders have died in single-vehicle collisions and one pedestrian has died having been struck by someone who was riding an E-scooter. The accident rate for E-scooter journeys is around three times that for pedal cycle journeys although this should be taken in the context of the mode being quite new and the users consequently being relatively inexperienced compared to regular cyclists.
- 4.22 However, of relevance to the E-scooter rental trials, the research found rented E-scooters only accounted for four of the incidents where someone has died, one of which was the previously mentioned 75-year-old who died whilst moving a parked rental E-scooter.
- 4.23 Locally, there have been two very recent widely-reported serious incidents involving Voi scooters in Birmingham, one of which was fatal and not



included in the above figures, and the other which resulted in life-threatening injuries. The cases are currently sub-judice, however it is known that on both occasions the rider was below the legal age to hire a scooter.

1. National evaluation of e-scooter trials (ARUP et. al.)
<https://www.gov.uk/government/publications/national-evaluation-of-e-scooter-trials-report>
2. The safety of private e-scooters in the UK – PACTS research
<https://www.pacts.org.uk/the-safety-of-private-e-scooters-in-the-uk-pacts-research/>

Headline figures from the West Bromwich Trial

4.24 Due to the small size of the West Bromwich trial area and the limited number of scooters involved, TfWM has not carried out a specific post-trial evaluation for the scheme. The full evaluation of the trials in the West Midlands (Birmingham, Coventry and Sandwell) has not yet been completed.

4.25 However, the Council holds monthly data supplied by Voi for the period December 2020 to August 2022. We currently do not have data for the final three months of the trial. The data covers;

- Number of unique riders
- Reported slight and serious injury accidents
- Total ride distance
- Total rides
- Estimated CO² reduction
- Estimated number of car trips reduced

4.26 The monthly number of riders varied greatly, from a low figure of 117 in January 2021, to high point of 402 in June 2021. The monthly average was 223. Perhaps unsurprisingly, the Autumn and Winter months generally show lower numbers than those in Spring/Summer by as much as a half.

4.27 The number of rides and total distance ridden follows a similar pattern; the highest number of individual rides was 1,242 in May 2022, compared to a



low of 278 in February 2021. The highest aggregate distance was 2,420km also in May 2022, whilst the lowest was 439km in January 2021.

- 4.28 Over the 21 months for which we have data there were 13 slight injury accidents reported and 1 serious. This represents 1 accident per 1982km ridden (or 1 per 1104 rides).
- 4.29 The data relating to modal shift and carbon reduction are Voi's estimates derived from information provided by users across all of its trial areas nationally. This shows that an average of 36% of E-scooter trips replace car journeys. This translates to around 5,700 car trips replaced and 2.1 tonnes of CO² reduction when applied to the West Bromwich trial.
- 4.30 As already stated, the West Bromwich trial area was very small compared to almost all other trial areas, and the level of utility or commuter trips in the other trial areas is likely to be have been significantly higher as a result. Commuter trips in particular are more likely to transfer from cars but the opportunity for such trips in West Bromwich was very limited. The Voi estimates should therefore be treated with a great deal of caution.
- 4.31 However, the national evidence from the rental trials does demonstrate that E-scooters can play a role in air quality improvements and carbon reduction targets where there are genuine opportunities for modal shift in commuter and utility trips. This would equally apply to privately-owned machines.

Issues raised, lessons learned and future considerations

- 4.32 The lack of a separate evaluation of the West Bromwich trial means that some of the following is based on anecdotal evidence.
- 4.33 Safety issues relating to the use of E-scooters, both for riders and other road users including pedestrians and particularly those with mobility or sight impairment, have been regularly raised by the public, the West Bromwich BID and by the police. These concerns include poorly parked scooters blocking footways, riding of scooters on the footway,



inconsiderate and anti-social riding, 'two-up' riding, and scooters using pedestrianised areas.

- 4.34 The problem of illegal use of privately-owned E-scooters is widespread and many of the safety and anti-social behaviour concerns may result from this mis-use being conflated with the use of the trial scooters. The number of formally reported complaints was low although this cannot be taken as clear evidence that the use of the Voi scooters was less of a problem. Comments on social media, whilst not a reliable barometer, would suggest a degree of under reporting of problems.
- 4.35 In terms of parking, E-scooter docks and other designated parking locations were added to the Birmingham trial area mid-way through. Whilst it was not a requirement to use these, they proved useful in busy pedestrian areas where unfettered parking would particularly be a problem. But it should also be noted that the ability to leave a scooter at the point of destination, wherever this may be, is one of the advantages of E-scooter hire as it facilitates convenient, last-mile, direct-to-the-door journeys. If users need to use a dock or parking area some distance from the destination, it could disincentivise use.
- 4.36 Through its App, Voi offered incentives to users to park considerately by encouraging them to send photographic evidence of how the scooter was left in return for partial refunds or discounts on future hirings. Designated parking areas were considered for West Bromwich, but their benefit was considered minimal due to the small number of scooters involved.
- 4.37 In contrast with problems relating to scooter riding, reported parking problems were almost exclusively related to the rental scooters as they are readily identifiable when stationary. Private owners are unlikely to leave their scooters unattended due to the potential for theft and/or damage.
- 4.38 Riding E-scooters on the footway is illegal, although it is acknowledged that enforcement, which lies with the police, is extremely difficult. The technology around geofencing is improving all the time and in future it may be possible to geofence footways. But within the West Midlands trials, this



was not possible, meaning that there was little that could be done to prevent footway riding. Geofencing can, and did, prevent the use of rental scooters in pedestrianised areas and other no-ride zones. Nonetheless, some instances were reported which may have resulted from faulty equipment, although it is equally possible that the scooters involved were not Voi machines.

- 4.39 All of the above highlights the difficulty in both distinguishing private scooters from the Voi version, particularly when moving or in poor light conditions, but also the difficulty of identifying individual Voi scooters to enable follow up action to be taken with the user. The problems relating to misuse are not unique to the West Bromwich trial, nor indeed to rental scooters.
- 4.40 Moving to the objectives of E-scooter trials nationally, and the success or otherwise of the West Bromwich trial in meeting them. The national evidence referred to above clearly indicates that E-scooters can provide a useful addition to the range of sustainable transport options, particularly for shorter journeys which may have previously been done by car. But to successfully do this, the zone over which the hire scheme operates must cover the places that people need to travel to and from.
- 4.41 The size of the trial area and the small fleet in use in West Bromwich limited its value in terms of contributing to learning and the evidence base around the operation of E-scooters, their safe use and how future legislation is framed. In comparison, the trial in Birmingham in its final form included the greater part of the city's area and involved a fleet of 1,500 scooters.
- 4.42 For the same reason, the potential to drive modal shift away from private car use was also limited in West Bromwich. The longest realistic trip that could be carried out within the trial area was around 1km or two-thirds of a mile. Furthermore, because the residential areas within the trial zone were within easy walking distance of most of the trip attractors within the zone, the opportunity and attractiveness of end-to-end trips was limited. Indeed, there is almost certainly a relationship between the limitations of



the trial area and the differences between the overall West Bromwich experience and that reported in Birmingham, Coventry and nationally.

4.43 Finally, there is a perception that many of the rides carried out in West Bromwich, particularly in early part of the trial, were for novelty or pleasure purposes. Again, the limited potential for genuine utility or commuter trips within the trial zone would also have been a factor in this.

4.44 In summary, the conclusions reached in the West Bromwich area are;

- There were problems with poorly parked scooters.
- There were problems with widespread riding on footways.
- There were problems with riding in pedestrian areas to lesser degree.
- There were reports of poor rider behaviour on carriageway.
- There was limited scope within the trial area for genuine home to attractor, or attractor to attractor trips.
- The scope for modal shift, air quality improvement and carbon reduction was limited as a result of the previous bullet point.

The 3rd, 4th and 5th bullet points could be influenced by issues relating to the use of privately-owned, and thus illegally-used, E-scooters which is becoming increasingly common. The points related to rider behaviour are common to all of the E-scooter trials in England and are not unique to West Bromwich.

4.45 Matters that the Board may wish to consider and comment on include;

- Should any future E-scooter hire contract cover a larger area of Sandwell, possibly the whole of the borough, in order to maximise modal shift potential?
- Should any future E-scooter hire scheme include designated parking areas and scooter docks?
- Given that the use of E-scooters on the public highway is likely to be legalised during the life of the current Parliament, what issues specific to the use of hired E-scooters should be taken into account in any future scheme?



- Should rider training be mandatory prior to being able to hire a scooter?
- Any matters relating to the use of E-scooters generally that the Board considers should be raised with DfT prior to the likely legalisation.

The current position nationally

4.46 Trials (now termed ‘pilots’ by DfT) of E-scooters in the UK have been extended three times, initially to March 2022, then November 2022 and finally to May 2024. The most recent extension was intended to be sufficient to enable legislation to be introduced in 2023. This would allow a seamless transition from ‘pilot’ into legal practice. However, the current parliamentary programme is unclear as to whether the proposed Transport Bill will enable this to happen.

4.47 If the necessary primary and secondary legislation isn’t passed in time, it is plausible that DfT will once again look to extend the pilots to avoid a break in service. The DfT’s stated position remains to legalise the use of E-scooters on public highways.

The future of the West Midlands E-scooter Hire Scheme

4.48 In June 2022 WMCA took the decision to re-procure the E-scooter Hire Scheme tender. At that time the Transport Bill was slated for mid-2023. After an initial market scoping, a full procurement ran from September 2022 to January 2023. The outcome of this procurement is that a new contract for E-scooter hire in the West Midlands will be announced shortly. The West Midlands-wide contract with Voi came to an end on 28th February and all Voi scooters removed from the streets.

4.49 As the new contract is still to be finalised, there will clearly be a gap in service before its roll out. In the immediate term, E-scooters will only be operating in Birmingham under this contract although it allows for operation anywhere within the West Midlands with the approval of the individual local authorities concerned.



4.50 There is no proposal to seek Cabinet approval to enable the newly let E-Scooter hire contract to operate anywhere in Sandwell, but this will be kept under review once the Government's intentions regarding the general legalisation of the use of E-scooters on the public highway is clearer.

Integration with other transport initiatives

4.51 **Cycle hire** – There would clearly be advantages to having integration between micro-mobility hire and cycle hire. This would enable a single platform for hiring and payment, price bundles, season ticket discounts etc. For the present, the new contract will remain separate from the cycle hire contract, but the intention is to synchronise the end dates so that the next contract could potentially be for both modes.

4.52 **Mobility Hubs** - Mobility hubs are compact public spaces that bring together different transport and community services. The idea is that they can improve the accessibility of local areas and help people to avoid driving short-distance trips by offering a range of transport services in one, attractive place. A typical mobility hub would include

- WM Cycle Hire Docks
- Car club vehicles
- Secure cycle storage
- Parcel lockers
- Seating and shelters
- Travel information
- Electric car charging points

In areas operating E-scooter hire, docks for these could also be included. TfWM is shortly to trial the concept (not in Sandwell) to establish if there is a case for their wider roll out across the West Midlands.

5 Alternative Options

5.1 Going forward, the Council has the following potential options;

- Sandwell does not take part in the new E-scooter Hire Scheme.



- Allow the new contractor to operate within Sandwell on a borough-wide basis.
- Allow the new contractor to operate in specific areas of the borough, for example in Smethwick which would enable E-scooters to be used for trips to and from Birmingham City centre.

As stated in para 4.50 above, there are currently no plans to re-introduce E-scooter hire anywhere in Sandwell and, as yet, TfWM has not approached the Council to discuss future operations.

5.2 It is possible that the new contractor could take a decision not to operate in certain areas of the West Midlands anyway based on forecast usage and income projections. This would be a purely commercial decision.

6 Implications

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| <p>Resources:</p> | <p>There were no capital or revenue costs associated with the trial for SMBC, as the operator covered all costs. Some officer time for the development and management of the trial was required.</p> <p>In recognition that highway defects pose a greater risk for riders of E-scooters, the Council’s Highway Asset Management Plan was modified such that any safety inspection conducted within the E-scooter trial area would adopt the cycleway intervention criteria (typically a 20mm defect) rather than the normal carriageway intervention criteria typically 40mm).</p> <p>Around £90,000 has been spent on repairs to potholes, surface patching etc, within the trial area but a proportion of this expenditure would have been incurred regardless.</p> |
| <p>Legal and Governance:</p> | <p>The West Midlands E-scooter trial scheme received formal approval at the West Midlands Combined Authority Board on the 5th June 2020. This removed the</p> |



formal requirement for full cabinet approval at a local authority level. However, on the advice of Democratic Services colleagues, it was decided that approval for the trial should be treated as a key decision and as such require formal cabinet approval. This approval was received in November 2020.

The DfT passed 'Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020' as secondary legislation to allow the trials to go ahead. E-scooters will continue to fall within the statutory definition of a motor vehicle. This is despite the DfT previously advising local authorities that E-scooters would (and should) be treated as similarly as E-bikes as possible.

Because of this statutory definition as a motor vehicle, E-scooters are not able to use footways or cycling infrastructure legally as part of a trial. The DfT amended the 2016 Traffic Signs Regulations and General Directions (TSRGD) to permit use of mandatory cycle 'lanes' by E-scooters. However, the department did not have time to amend the 1988 Road Traffic Act (as this was primary legislation). This meant that cycle 'tracks' (governed under the 1988 primary legislation) were still not legally able to be used by E-scooters.

To get around this, the DfT proposed converting off-carriageway cycle tracks into cycle lanes. This would involve converting off carriageway cycling infrastructure into highway, and then deploying Traffic Regulation Orders to prohibit all vehicle use of this new carriageway apart from E-scooters. Internal legal advice highlighted the significant litigation risk associated with such a procedure. Feedback from highways officers also highlighted that this would be an



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| | <p>impractical and resource intensive procedure, which would require significant amounts of new infrastructure to make effective. It was decided to exclude off carriageway cycling infrastructure from the scheme.</p> |
| Risk: | <p>Any hire scheme operator holds third-party liability and personal accident motor fleet insurance, satisfying the requirements outlined in the 1988 Road Traffic Act. This includes public and product liability insurances up to £20 million for each and every claim with a maximum excess of £100,000. This policy specifically indemnifies WMCA and Highway Authorities (including SMBC) where there are third party claims arising from the operator's failure to comply with the requirements of the contract in providing services. This insurance policy would not, however, cover third party claims against SMBC arising from the management or maintenance of its roads.</p> |
| Equality: | <p>Concerns have been raised about the use of E-scooters by several Visually Impaired groups. These concerns centre around two key issues, firstly the risk of collision between pedestrians and riders if scooters are being ridden on the pavement, and secondly the risk of parked scooters blocking the footway. These issues adversely impact all pedestrians but are particularly problematic for visually impaired, less mobile and disabled groups. These risks were mitigated by:</p> <ul style="list-style-type: none"> • The rigorous enforcement of the parking and riding rules outlined in section 6 of the operational play book. These rules prohibited pavement riding and inconsiderate parking. • Limiting the number of scooters to a manageable level to reduce the incidence of poor pavement parking. |



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| | A full equality impact assessment was carried out by West Midlands Combined Authority for the West Midlands Trial Scheme. |
| Health and Wellbeing: | <p>Part of the justification for carrying out the trials nationally was to establish if E-scooter use would impact adversely on active modes. This is dealt with in the DfT Evaluation report.</p> <p>E-Scooters do not produce any air pollution. The DfT evaluation concluded that E -scooters can, in the right circumstances, provide a genuine alternative to car use and thus contribute to improvements in air quality and reductions to carbon footprints.</p> <p>Reducing car trips is a priority for Sandwell as the whole borough was declared an Air Quality Management Area (AQMA) in 2005. Sandwell MBC has had an Air Quality Action Plan (2005) for a number of years which has a range of measures to improve air quality in the borough including “implementing a range of measures to promote alternative and sustainable travel”. Despite progress with the council’s Air Quality Action Plan, measured NOx concentrations in the borough are not declining as expected.</p> |
| Social Value | There are no direct social value implications arising from this report. |

7. Appendices

- A. What Constitutes an E-scooter?
- B. West Bromwich Trial Zone Map
- C. Operational Playbook



Appendix A - What Constitutes an E-scooter?

An E-scooter has been defined by the Department for Transport as a vehicle which;

- is fitted with no motor other than an electric motor with a maximum continuous power rating of 500W and is not fitted with pedals that are capable of propelling the vehicle;
- is designed to carry no more than one person;
- has a maximum speed not exceeding 15.5 mph;
- has 2 wheels, 1 front and 1 rear, aligned along the direction of travel;
- has a mass including the battery, but excluding the rider, not exceeding 55kg;
- has means of directional control via the use of handlebars that are mechanically linked to the steered wheel;
- has means of controlling the speed via hand controls and a power control that defaults to the 'off' position

Voi's model of scooter used in the West Midlands trials was assessed as part of the procurement process and judged to meet the DfT's standards outlined above. It includes a GPS tracking device which records where the E-scooter is. If a scooter leaves the trial zone or enters a 'no ride zone' as reported by GPS, the engine will cut out.

