



House of Commons
Transport Committee

**E-scooters: pavement
nuisance or transport
innovation?**

Third Report of Session 2019–21

*Report, together with formal minutes relating
to the report*

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Transport Committee

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Summary

Electric scooters, usually described as e-scooters, are an increasingly common sight in British towns and cities, offering an option for making short journeys. Exact figures do not exist but it is assumed that thousands of people in the UK currently use privately owned e-scooters to make local journeys—and their popularity is increasing. Using e-scooters in this way, however, is currently illegal: the UK remains the last major European economy where e-scooters are still banned to use anywhere except on private land. In many other countries the use of e-scooters is already well established, including both privately owned scooters and those available to rent.

In March 2020 the Department for Transport launched a consultation to explore whether micro-mobility vehicles, such as e-scooters, should be legally permitted on the road, and if so what vehicle and user requirements would be appropriate. In May, in light of the coronavirus pandemic, the Secretary of State for Transport, the Rt Hon Grant Shapps MP, announced that a series of planned rental trials would be fast-tracked and expanded around the country. Several trials are already underway with more set to follow.

We welcome the Department's work to examine the legal status of e-scooters. Privately owned e-scooters are already a familiar sight in many British towns and cities, despite remaining illegal. They have the potential to offer a low cost, accessible and environmentally friendly alternative to the private car. The Department's focus should be on developing and implementing a sensible and proportionate regulatory framework for legal e-scooter use, drawing on lessons from other countries, which ensures that potential negative impacts on pedestrians and disabled people are avoided. The Department's review of micro-mobility transport and introduction of rental trials will allow important evidence and data to be gathered to help determine the best way to legally incorporate both rental and privately-owned e-scooters within the UK transport mix.

There is currently limited evidence within the UK on how the growth of e-scooters has affected other transport usage, and thus the modal shift which may occur as e-scooters continue to grow in popularity. In our view, it would be counter-productive if an uptake in e-scooters, whether rental or private, primarily replaced people undertaking more active and healthy forms of travel, such as walking, cycling, and even using kick-scooters. Promoting active travel must remain a key policy aim for the Department for Transport. The Department's focus should be on encouraging the use of e-scooters to replace short car journeys rather than walking and cycling.

It is essential that the Government's rental e-scooter trials are accessible to a wide range of people and take place in a diverse set of locations. This includes city centres but also suburban areas and market towns where other transport options are not as readily available. We recommend that the Department continues to maintain close oversight of the locations of the rental trials and ensures that, when approving bids for new schemes, there is a good geographical spread around the UK and a balance in population density.

It is unfortunate that, due to a legal technicality, users of rental e-scooters in the Government's trials are required to have a driving licence. People without driving licences

ought to be a key target demographic for the rental schemes, yet they are excluded. We believe the rental schemes should be accessible to the widest possible groups of people, particularly given the context of the pandemic. We are also concerned that the driving licence requirement will result in the trials not being as representative as they should have been. Should the Government legalise e-scooters following the trials, users should not be required to have a driving licence either for rental schemes or private use.

In our view, the speed of e-scooters should be suitable for the local environment they are deployed in. A “one size fits all” approach will not work. Speed limits in the trials can be determined at the local level by local authorities and, in the case of rental e-scooters, via ‘geo-fencing’ technology installed by companies. Operators should work closely with local authorities to plan and implement the most appropriate speed limits for rental e-scooters in local areas.

An e-scooter travelling on a pavement at a speed of up to 15.5 mph—the Government’s maximum speed limit for the trials—is a serious hazard both for the user and pedestrians. Local authorities need plans in place to monitor and discourage pavement use during rental trials in their local areas. Rental e-scooter operators must use the technology available to vigorously discourage pavement use. Local authorities and e-scooter operators must be able to demonstrate that measures to tackle such dangerous and antisocial behaviour are effective. In responding to this Report, the Department should clarify how it intends to monitor whether e-scooters during the rental trials are being ridden on pavements and the number of users penalised for this offence, and that it has evaluated and identified effective measures to eliminate such antisocial behaviour. At a later point should privately-owned e-scooters be legalised, the Government should ensure that the law clearly prohibits the pavement use of e-scooters, that robust enforcement measures are in place and that such measures are effective in eliminating this behaviour.

Rental e-scooters left on pavements as ‘street clutter’ can cause a hazard for pedestrians, particularly people with visual impairments and those with limited mobility. We do not want to see British towns and cities develop the dangerous and unsightly street clutter problems with e-scooters, experienced in some other European cities. The Department, working with local authorities, should closely monitor the trials to determine whether any problems are developing with scooters being left on pavements as ‘street clutter’. If so, the Department will need to trial and evaluate whether stronger regulation to specify where users must deposit rental e-scooters after their journey is effective in eliminating these problems. This ought to be done before a decision is made whether to legalise rental e-scooters on a more permanent basis.

E-scooters have the potential to improve local air quality and help meet the Government’s carbon emission targets, particularly if they replace car journeys. However, we note there are valid environmental concerns relating to the lifetime of the scooters and the processes used to charge their batteries. We recommend that local authorities involved with the trials make it a condition that e-scooter companies seeking to participate operate in an environmentally sustainable way. The Department should closely monitor the environmental impact of e-scooters during the rental trials and, if needed, consider introducing stricter requirements around sustainability.

The rental trials will provide a crucial evidence base for future legislation on e-scooters. The data collected from local authorities and operators will provide valuable information on the impact of e-scooters on safety, the environment, and people's journey choices. While we support the Government's desire to enable companies and users to take up this new innovative and environmentally friendly form of transport, this should not be to the detriment of pedestrians, particularly disabled people. The Department must use these trials to ensure that any regulations governing e-scooters are effective in providing a safe environment for both riders and other road users.

Subject to the conditions we outline in this Report being met, we believe that the Department should take swift action to legalise the use of privately owned e-scooters on roads and cycle lanes. We would expect this to take place within the next 18 months.

1 Introduction

1. Electric scooters, usually described as e-scooters, are an increasingly common sight in British towns and cities, offering an option for making short journeys. Exact figures do not exist but it is assumed that thousands of people in the UK currently use privately owned e-scooters to make local journeys—and their popularity is increasing. Using e-scooters in this way, however, is currently illegal: the UK remains the last major European economy where e-scooters are still banned to use anywhere except on private land.

2. In many other countries, the use of e-scooters is already well established. The global e-scooters market size has recently been valued at \$17.4 billion (around £13 billion) and is expected to have a compound annual growth rate of 8.5% over the next 10 years.¹ It is legal in many countries for individuals to use privately owned e-scooters on roads or cycle lanes. In addition, rental schemes are popular in a number of major cities globally, including Paris, Berlin and New York. Companies offer hire services, which allow users to download a software application, pick up a scooter, make their journey to their destination, leave the scooter there and make payment in the app. UK rental schemes, in contrast, are in their infancy.²

What is an e-scooter?

An e-scooter looks like a normal push scooter, but it is powered using an electric motor and battery. E-scooters generally run between 9–15mph, but some models can reach speeds of 40mph and higher. They are also known as Personal Light Electric Vehicles (PLEVs) or micro-mobility vehicles. Other types of micro-mobility vehicles include electric bikes, electric skateboards and segways.

Why are e-scooters illegal?

3. In the UK, e-scooters are classed by default as “motor vehicles” under the Road Traffic Act 1988. This means they are subject to laws requiring them to be built and used safely, including requirements for users to have insurance, driving licences, number plates, and helmets. Offences relating to driving standards and speeding also apply. The design of e-scooters makes it difficult for them to meet the regulations on vehicle construction so, in practice, their use is illegal on the road. Currently they can only be used on private land, with permission from the landowner.

4. In many other countries e-scooters have fallen outside existing vehicle categories and so are not prohibited from being used on the road. For this reason, e-scooter rental schemes outside the UK have been able to begin to operate without any direct regulation from government or local authorities.

Future of Transport Regulatory Review

5. On 16 March 2020 the Department for Transport launched a consultation for its ‘Future of Transport Regulatory Review’.³ A key aspect of the review was to explore

1 Department for Transport (ESC003), para 22

2 Until recently, the location of the only approved e-scooter rental scheme was the Queen Elizabeth Olympic Park in east London. This was due to the legal status of the park as private land.

3 Department for Transport, [Future of Transport Regulatory Review: Call for Evidence](#), March 2020

whether micro-mobility vehicles, such as e-scooters, should be legally permitted on the road, and if so what vehicle and user requirements would be appropriate. The consultation closed in July 2020. The Department is also currently conducting rental e-scooter trial schemes at various locations across the country, to help inform the future legal status of e-scooters and associated regulations (see Chapter 2). A decision on the legal status of e-scooters is expected in 2021.

Our inquiry

6. We launched our inquiry in April 2020 into the regulation of e-scooters. We timed our inquiry in order to report ahead of the Department concluding its regulatory review of micro-mobility vehicles. We invited written evidence on the safety and legal implications of e-scooters, their impact on congestion, and potential contribution to reducing the UK's greenhouse gas emissions.⁴ We received 82 submissions of written evidence.

7. We held two oral evidence sessions in July 2020 with transport policy academics, road and pedestrian user groups, disability charities, e-scooter rental companies, and Rachel Maclean MP, Parliamentary Under-Secretary of State, and Anthony Ferguson, Deputy Director of Traffic and Technology, at the Department for Transport. We are grateful to all those who provided evidence to our inquiry. We are also grateful to the e-scooter company Bird for facilitating an e-scooter demonstration for us.

⁴ The full terms of reference are available at the [Committee website](#).

2 Re-assessing the legal status of e-scooters

Acceleration of rental trials

8. In March 2020 the Department announced, as part of its consultation on the Future of Transport Regulatory Review, plans to trial rental e-scooters in four “future transport zones” to assess their safety and benefits in a contractually managed deployment. These trials would have taken place from early 2021 over 12 months, with findings available from 2022.

9. Two months later, however, in light of the coronavirus pandemic, the Secretary of State for Transport, the Rt Hon Grant Shapps MP, announced that the rental trials would be fast-tracked and expanded. The main rationale was to ease the burden on the transport network as people return to work. The trials would now begin from July 2020 and all local areas in England, Scotland and Wales were eligible to participate.

10. In May, the Department explained the purpose of the trials in written evidence:

Trials will be limited to rental e-scooters. This allows trials to take place in a controlled manner while we gather evidence of their safety and impacts. Limiting trials to rental scooters ensures that only approved scooters are used, and that they can meet legal requirements. It will also ensure the evidence we gather is robust enough to make decisions on whether e-scooters should be fully legalised. The rules for privately owned scooters will not change; they will remain illegal to use on roads, cycle lanes or pavements and can only be used on private land with the permission of the land owner.⁵

11. The Department sought views on the legal changes to enable trials to start, via a short consultation and engaging with user groups and enforcement bodies. On 30 June the Government laid the necessary regulations to enable the trials to take place from 4 July.⁶ Guidance was published for local authorities and rental operators, providing detail on the design, implementation and management of the trials.⁷

12. Local authorities that wish to introduce an e-scooter rental scheme are required to work with the Department and e-scooter operators to design trials to run for 12 months. The Department is responsible for assessing all trial proposals and has the final decision on which trials take place. On 3 July, the Mayor of the Tees Valley, Ben Houchen, announced that the first e-scooter rental trial in the UK will be held in Teesside, Darlington and Hartlepool, with 100 scooters available for rent. As of September 2020, trials have also been announced in Milton Keynes Borough, Northamptonshire, and the West Midlands.

5 Department for Transport (ESC0036), para 13

6 The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 ([SI 2020/663](#))

7 Department for Transport, [E-scooter trials: guidance for local areas and rental operators](#), June 2020

Should e-scooter use be encouraged?

13. We explored with witnesses whether they supported the general principle of encouraging the legal use of e-scooters in the UK. Most witnesses agreed that e-scooters were already a reality on British streets and their use should be legalised. Many were positive about the contribution that e-scooters could make to the UK's transport mix. We heard that e-scooters had potential to help reduce congestion and improve air quality by getting people out of their cars. E-scooters could also be used to help people get to and from public transport terminals, which may be a particular benefit in suburban areas that are traditionally harder to serve by public transport than cities.⁸ They were also deemed a viable transport alternative as the country recovers from the coronavirus pandemic and people avoided public transport to reduce infection risk.⁹

14. Professor Jillian Anable from the Institute for Transport Studies, University of Leeds, had a “positive” view of the contribution e-scooters could make to the transport mix:

The reason is that I look at the transport system as a whole. I think that they can play a very important role, not so much in the short term to encourage modal shift away from the car but in the longer term as part of a less car-dependent transport system. They will play a very important role for certain groups of people, mainly younger generations, to delay the onset of car ownership or perhaps prevent car ownership altogether.¹⁰

Dr Graeme Sherriff, Research Fellow, University of Salford, was likewise positive:

Having looked into sustainable transport futures for quite a few years, I can see e-scooters as part of a sustainable transport future. I can see the benefits in environment, health and social inclusion. [...] They are a very affordable and accessible mode of transport. Clearly there are some accessibility issues, though, and they are not necessarily for everyone, but I think we should welcome them and give them a role in our transport system.¹¹

15. As with any new technology, witnesses also highlighted potential risks. We heard concerns that without adequate regulation and enforcement, e-scooters could pose a safety risk to other road users and to the riders themselves. Specific concerns were raised about e-scooters being ridden on pavements, causing a safety hazard for pedestrians. There were additional concerns that dockless e-scooter schemes could contribute to “street clutter”, as seen in other cities around the world, which have a negative impact for pedestrians. People with visual impairments or mobility difficulties could face particularly significant difficulties from such clutter. We explore the benefits and risks of e-scooters in greater detail in the remainder of this Report.

16. Privately owned e-scooters are already a familiar sight in many British towns and cities, despite remaining illegal to use on roads and pavements. They have the potential to offer a low cost, accessible and environmentally friendly alternative to the private car. The Department for Transport's focus must be on developing and implementing a sensible and proportionate regulatory framework for legal e-scooter use, drawing

8 Taur (ESC0010), Helbiz (ESC0016)

9 Wind Mobility (ESC0028), Helbiz (ESC0016)

10 Q2

11 Q3

on lessons from other countries, which ensures that potential negative impacts on pedestrians and disabled people are avoided.

17. We welcome the Department's work to examine the legal status of e-scooters. The review of micro-mobility transport and the introduction of rental e-scooter trials will allow important evidence and data to be gathered to help determine the best way to incorporate both rental and privately-owned e-scooters within the UK transport mix.

3 Modal shift effects of e-scooters

18. The Government has said that presently there is “limited evidence” available about the impact of e-scooters on the road network.¹² There is a debate about whether increased e-scooter usage primarily replaces journeys that would have otherwise been taken by car, public transport, or “active” travel modes such as cycling and walking. We cover each of these in turn below.

Replacing short car journeys

19. One of the greatest perceived benefits of e-scooters is replacing journeys that would otherwise have been taken by car, particularly drivers in singly occupied privately owned vehicles. The Government’s Future of Transport consultation states that micro-mobility devices such as e-scooters could “offer a new way of moving around [...] as an alternative to making short journeys by car”.¹³ A significant modal shift from cars to e-scooters would help reduce road congestion and greenhouse gas emissions, and improve local air quality.

20. Evidence on the extent to which e-scooters replace car trips varies across different countries. A survey by the operator Lime of e-scooter use across Paris, Lyon and Marseille showed that 8% of trips had replaced car or taxi trips.¹⁴ A separate 2018 survey by Lime found that 21% of its riders in Lisbon reported replacing a car or taxi trip with an e-scooter.¹⁵ Data from the USA suggests a higher modal shift from cars to e-scooters. A survey by Portland Oregon’s Bureau of Transportation found that for the last e-scooter trip they made, about a third (34%) of participants said they would have either driven a personal car or hailed a taxi had e-scooters not been available.¹⁶ 6% of survey respondents said that they had got rid of their car because of e-scooters, and another 16% had considered it. Similar levels of modal shift from cars to e-scooters have been observed in other American cities.¹⁷ However, the International Transport Forum has highlighted that the higher level of shift from cars in American studies is likely to reflect the generally higher level of car use.¹⁸ The Parliamentary Advisory Council for Transport Safety (PACTS) noted that “these conditions are not relevant to the UK”.¹⁹

21. Many witnesses to our inquiry were positive about the potential benefits of e-scooters journeys replacing car journeys within the UK.²⁰ Dr Sherriff told us that e-scooters could “very much encourage people away from cars, or at least away from car journeys, particularly when they are combined with other modes of transport.”²¹ The e-scooter operator Bolt said that e-scooter journeys would “replace many that would otherwise be made by internal combustion engine vehicles, for both commuting and pleasure purposes” which would have positive benefits for reducing particle emissions, easing congestion, and connecting people to public transport networks.²²

12 PQ 57277 [Electric Scooters], 17 June 2020

13 Department for Transport, *E-scooter trials: guidance for local areas and rental operators*, June 2020, p 20

14 (6-t), *Uses and users of free floating electric scooters in France*, June 2019; International Transport Forum, *Safe Micromobility*, February 2020

15 Lime, *Year-end Report 2018*, December 2018

16 Portland Bureau of Transportation, *2018 E-scooter Findings Report*, January 2019

17 International Transport Forum, *Safe Micromobility*, February 2020

18 *Ibid*, p 31

19 Parliamentary Advisory Council for Transport Safety (ESC0051)

20 For example, London Assembly Transport Committee (ESC0033), Bird (ESC0058), Bolt (ESC0064), TIER (ESC0067).

21 Q3

22 Bolt (ESC0064)

22. Other witnesses were concerned that, while there are numerous potential benefits in a shift from cars to e-scooters, current evidence shows a relatively low shift away from car use in European cities, and more of a shift away from active travel models and public transport.²³ Transport for Greater Manchester said: “the shift from public transport and active travel to e-scooters (as opposed to from car) has been observed in Paris and Madrid and so this must be carefully managed.”²⁴ Transport for London (TfL) also warned that “a mode shift away from car use is not a guaranteed policy consequence of legalising e-scooters”²⁵

23. In evidence, Rachel Maclean MP, Parliamentary Under-Secretary of State for Transport, told us that she expected people would be increasingly interested in alternative forms of travel to the car:

At the moment 58% of car trips are less than five miles; 24% of car trips are less than two miles. In an urban environment where over 40% of urban journeys are less than two miles, we believe that there would really be a significant benefit in providing this alternative method for people to make these short journeys which is not just jumping in a car to go to the shops.²⁶

24. The Minister accepted, however, that the evidence base on modal shift was “weak” and stated that the trials will help gather more evidence.²⁷ We asked the Minister if the Department had set any targets in the trials for reducing the number of short journeys taken by car. The Minister highlighted that the lack of a robust existing evidence base made it difficult to set such targets:

If we were to set a target, we would need to know where we are starting from and where we need to go to. We are not in a position to do that. We believe that the only way we will get that evidence is by running the trials in a real transport environment.²⁸

Replacing public transport use

25. The key driver behind the Government’s decision to accelerate the e-scooter rental trials was to help provide an alternative form of transport while public transport capacity is reduced due to the coronavirus pandemic. As with the data on the modal shift from cars, data on the impact of e-scooters on public transport is variable. The study of Lime e-scooter use across Paris, Lyon and Marseille found a high modal shift away from public transportation, with 30% of survey respondents stating that they would have used public transport to reach their most recent destination had a shared e-scooter scheme not been available.²⁹ Survey respondents reported that they chose to take an e-scooter over public transport as they felt it was more pleasant and offered the ability to travel door-to-door.²⁹ However, despite this high shift, only 6% of respondents reported taking public transport less more generally. In a survey of an e-scooter pilot programme in Chicago, around 14% of respondents reported that they would have taken the bus or metro for their last journey

23 Sustrans (ESC0044), Living Streets (Q44), PACTS (ESC0051)

24 Transport for Greater Manchester (ESC0071)

25 Transport for London (ESC0049)

26 Q105

27 Q101

28 Q106

29 (6-t), [Uses and users of free floating electric scooters in France](#), June 2019

if an e-scooter had not been an option and in Rosslyn, Virginia a survey found that 7% of respondents would have taken a bus for their last journey if they had not had an e-scooter available.³⁰

26. Some witnesses felt positively that e-scooters could reduce overcrowding during busy peak hours on public transport and provide an alternative way for people to travel.³¹ The Urban Transport Group said that “e-scooters have the potential to ease congestion and free-up capacity on public transport networks provided they are used to replace car and public transport trips”.³² This was highlighted as a particular benefit during the UK’s recovery from the pandemic, while people are being advised to maintain social distancing.³³ In addition, e-scooters are frequently cited as being a “first and last mile” solution, meaning they can be used to help people get to and from public transport terminals and their destination.³⁴

27. Other witnesses expressed concern about e-scooters replacing journeys that would otherwise have been made using public transport, with some saying that use of public transport involves some degree of physical activity, which e-scooter use would reduce.³⁵ There are also related concerns that e-scooters are not as environmentally friendly as public transport options in terms of lifetime carbon dioxide emissions (see Chapter 6 on environmental considerations).

Replacing cycling and walking

28. Concerns have been raised that e-scooters may replace trips that would otherwise be walked or cycled, thus reducing the number of journeys made by “active” travel. Our predecessor Transport Committee held an inquiry in 2017 on active travel and called on the Government to set more ambitious targets for increasing cycling and walking.³⁶

29. The Government has made clear its ambition to boost active travel in the UK. It announced plans to support walking and cycling in response to the coronavirus pandemic, with some £2 billion of investment planned.³⁷ The plans include more segregated space for cyclists, more funding and powers for local authorities to enforce traffic offences and a review of the Highway Code to improve road safety for cyclists and pedestrians.³⁸ In its Future of Transport consultation, the Government said “we want to avoid a situation [with micro-mobility travel modes] in which people move away from more active choices such as walking and cycling”.³⁹

30 City of Chicago and Mayor Lori Lightfoot, *E-scooter Pilot Evaluation*, January 2020; MDPI, *Pedestrians and E-scooters: an initial look at e-scooter parking and perceptions by riders and non-riders*, October 2019

31 For example, Taur Technologies (ESC0010), London Assembly Transport Committee (ESC0033), Peter Miller (ESC004), Motorcycle Industry Association (ESC0035).

32 Urban Transport Group (ESC0068)

33 For example, Helbiz (ESC0016), TIER (ESC0067), Lime (ESC0070), Zain Hussain and Stiofan Folan-Hasici (ESC0018).

34 Halfords (ESC0030)

35 For example, Parliamentary Advisory Council for Transport Safety (ESC0051), Cycling UK (ESC0086)

36 Transport Committee, Eleventh Report of Session 2017–19, *Active travel: increasing levels of walking and cycling in England*, HC 1487

37 “£2 billion package to create new era for cycling and walking”, Department for Transport [press release](#), 9 May 2020; “PM kickstarts “2bn cycling and walking revolution”, Department for Transport and Prime Minister’s Office [press release](#), 28 July 2020

38 Department for Transport, *Gear Change: A bold vision for cycling and walking*, July 2020; Department for Transport, *Summary of the consultation proposals on a review of The Highway Code*, July 2020

39 Department for Transport, *Future of Transport Regulatory Review: Call for Evidence*, March 2020

30. Since e-scooter riding does not require physical exertion, it is not generally considered to be an “active” travel mode.⁴⁰ Evidence from other countries shows that some people have opted to use e-scooters in place of walking and cycling. The Lime study of three French cities found that 44% of users said they would have walked for their trip instead of using an e-scooter, although only 6% reported walking less in general since the introduction of e-scooters.⁴¹ In the Portland e-scooter survey, 37% of e-scooter riders reported that they would have walked for their last journey had an e-scooter not been available.⁴² This reported shift from walking was similar in other American surveys, with findings showing this figure to be 30% in Chicago⁴³ and 33% in Rosslyn.⁴⁴

31. Many witnesses to our inquiry expressed concerns that e-scooters could deter people from active travel options.⁴⁵ Cycling UK told us “the most significant potential downside of e-scooters is likely to be the risk that they attract a shift of journeys from cycling and walking (either on their own or in combination with public transport), thereby reducing the health benefits of ‘active travel’.”⁴⁶ Sustrans raised the additional concern that personally owned e-scooters would be even more likely to replace walking than rental ones, as users can carry out their full journey from door to door without needing to locate a rental scooter first.⁴⁷ The AA told us that a survey of its members found that one fifth of respondents said they would consider buying an e-scooter as an alternative to walking and cycling. This was higher among younger people aged 18 and 24, with 32% of this age group considering one as a walking and cycling alternative.⁴⁸ The walking charity Living Streets highlighted the importance of ensuring active travel was promoted particularly for young people: “you do not want to have a population who are less active, particularly among the younger age group who may be using e-scooters”.⁴⁹

32. In contrast, some witnesses highlighted that there may be circumstances in which an e-scooter is preferable to walking or cycling. Pure Electric said that e-scooters may be suitable for people “wary of or unable to ride a bicycle or e-bike” or who “live too far from their destinations to be able to walk everywhere”.⁵⁰ Halfords said: “people often refuse to take a short journey by bike if they are going to a meeting or engaging in formal business. An e-scooter means they do not have to take the car, but would still arrive unruffled and not sweaty.”⁵¹

33. The Minister emphasised the Government’s commitment to promoting active travel, citing the £2 billion commitment to boost cycling and walking. She told us that the Government wants to see a modal shift, “not just on to e-scooters but on to other forms of active travel such as cycling and walking”.⁵² The Minister also highlighted that the Government’s high-level outline of its Transport Decarbonisation Plan, published in

40 Sustrans, [Our position on e-scooters](#), July 2020; Parliamentary Advisory Council for Transport Safety (ESC0051)

41 (6-t), [Uses and users of free floating electric scooters in France](#), June 2019

42 Portland Bureau of Transportation, [2018 E-scooter Findings Report](#), January 2019

43 City of Chicago and Mayor Lori Lightfoot, [E-scooter Pilot Evaluation](#), January 2020

44 MDPI, [Pedestrians and E-scooters: an initial look at e-scooter parking and perceptions by riders and non-riders](#), October 2019

45 For example, the Bicycle Association (Q 49), London Assembly Transport Committee (ESC0033), Go-Ahead (ESC0043), Transport for London (ESC0049), Parliamentary Advisory Council for Transport Safety (ESC0051).

46 Cycling UK (ESC0086)

47 Sustrans (ESC0044)

48 AA (ESC0045)

49 Q44

50 Pure Electric (ESC0031)

51 Halfords (ESC0030)

52 Q136

March 2020, sets out the Government's ambition for a modal shift from cars to public transport and active travel modes.⁵³

34. There is currently limited evidence within the UK on how the growth of e-scooters has affected other transport usage, and thus the modal shift which may occur as e-scooters continue to grow in popularity. In our view, it would be counter-productive if an uptake in e-scooters, whether rental or private, primarily replaced people undertaking more active and healthy forms of travel, such as walking, cycling, and even using kick-scooters. Promoting active travel must remain a key policy aim for the Department for Transport. The Department's focus should be on encouraging the use of e-scooters to replace short car journeys rather than walking and cycling.

35. The Department, working with local authorities, must collect data during the rental trials on the modal shift observed with e-scooters. Should privately-owned e-scooters and rental e-scooter schemes be fully legalised, the Department should use this evidence base to publish its aspirations for modal shift in the medium to long term, with particular focus on how people can be encouraged to switch from the car to an e-scooter for some short journeys.

53 Q104; Department for Transport, [Decarbonising Transport: Setting the Challenge](#), March 2020

4 Accessibility of e-scooters

36. E-scooters have the potential to be a viable mode of transport for a wide range of people wishing to make shorter journeys. We heard some specific concerns around the risks of rental schemes not being accessible to the widest possible demographic. We also heard different views around whether e-scooter users should be required to hold a driving licence and have insurance. We examine these issues below.

Social inclusion

37. We were told that e-scooters have the potential to improve people's transport options, including for people who find it difficult to walk or cycle, and for people who live in areas that are underserved by public transport.⁵⁴ Taur Technologies, a British-owned engineering company that is developing an e-scooter, told us that e-scooters have potential to "allow people with lesser mobility, as well as those living and working in areas poorly served by public transport, to get around more easily."⁵⁵ Pure Electric, an electric mobility retailer, also highlighted a number of societal benefits of e-scooters, saying that they provide a low-cost accessible transport option for people who can't afford or access a car or who don't have access to reliable public transport. It also suggested that low cost mobility options such as e-scooters could help certain people access a wider range of employment and education opportunities.⁵⁶

38. However, we also heard concerns that without careful consideration, e-scooter rental schemes may not be as inclusive as intended.⁵⁷ Sustrans highlighted that rental schemes may target more affluent city centre areas and therefore would not be as accessible to those in deprived or outer city neighbourhoods.⁵⁸ Professor Anable told us that some of the most promising areas for e-scooter include less dense suburbs and market town-type settings, where alternative transport is not as readily available and transport hubs are further away. When speaking about the role of e-scooters in encouraging a switch away from car use, Professor Anable also said there was a need to focus on "longer-distance routes between small towns and from suburbs to outer town, and not get into the urban bubble mindset."⁵⁹

39. E-scooter rental operators told us that they have been in discussions with several local authorities across the UK about establishing trials.⁶⁰ Voi told us it was exploring plans in Barnstable in North Devon, which had a population of 30,000 people: it believed rental e-scooter schemes "really can work for small market towns in addition to larger cities." Voi also highlighted that, since they are dockless, e-scooter rental schemes require minimal infrastructure to establish.⁶¹

40. The Government's e-scooter guidance for local areas and rental operators states that all local areas in England, Scotland and Wales can consider participating in e-scooter

54 For example, the Royal Society for the Prevention of Accidents (ESC0022), Halfords (ESC0030), Bolt (ESC0064) TIER (ESC0048), Helbiz (ESC0016), Miss Nicola McWhinnie (ESC0024).

55 Taur Technologies (ESC0010)

56 Pure Electric (ESC0031)

57 For example, Go-Ahead Group (ESC0043).

58 Sustrans (ESC0044)

59 Qq 6–8

60 For example, Lime (Q62), Voi (Q63)

61 Q96

rental trials.⁶² The Minister informed us that for the trials a “relatively large number of authorities that represent a broad spread of our country are interested in taking part. [...] We want these new forms of transport, if they are beneficial and safe, to be available to everybody, whether they live in a city, a town or indeed a rural area. [...] We have definitely designed the trials with that in mind.”⁶³

41. It is essential that the Government’s rental e-scooter trials are accessible to a wide range of people and take place in a diverse set of locations. This includes city centres but also suburban areas and market towns where other transport options are not as readily available. This would also allow valuable data to be gathered about the effectiveness of rental e-scooters in a variety of settings.

42. We recommend that the Department continues to maintain close oversight of the locations of the rental trials and ensures that, when approving bids for new schemes, there is a good geographical spread around the UK and a balance in population density. The Department should actively reach out to local authorities in less populated areas if it receives a lack of bids for schemes in such areas.

Driving licence requirement

43. During the trials, rental e-scooters will continue to be classed as motor vehicles, meaning the following two requirements in primary legislation will continue to apply:

- Riders will need a full or provisional car, motorcycle or moped licence to use the vehicles, and hence must be aged 16 or over,
- E-scooters in trials need to be covered by a motor vehicle insurance policy.⁶⁴

44. The Government kept these requirements in place in order for the trials to be fast-tracked.⁶⁵ Removing the requirement for e-scooter rental users to have driving licences and insurance would have required changes to primary legislation, which could not have been done speedily. When asked about the requirement for driving licences, the Secretary of State told the House of Commons:

They will, I am afraid, in the first place be available to those with driving or provisional licences. That is not through desire, but because of a quirk in the law—we are tackling a law from, I think, 1880, which, with great foresight, banned e-scooters long before they were invented.⁶⁶

45. The Department is considering the long-term requirements for e-scooters (and other forms of micro-mobility) as part of its Future of Transport Regulatory Review. One policy option in the consultation is to consider treating micro-mobility vehicles “in a similar way to electric bikes with greater regulation in some areas”. E-bike users do not require a driving licence. Alternatively, the Department is also exploring whether micro-mobility users could be “required to hold a licence, or to complete user training, or both, before being able to use the vehicles; or holders of other licence categories being able to use the

62 Department for Transport, [E-scooter trials: guidance for local areas and rental operators](#), June 2020, p 20

63 Q131

64 Department for Transport, [E-scooter trials: guidance for local areas and rental operators](#), June 2020, p 20

65 Department for Transport, [E-scooter rental trials: outcome and summary of responses](#), June 2020

66 HC Deb, 2 July 2020, [col 496](#) [Commons Chamber]

vehicles”.⁶⁷ The Department has said it plans to use the rental trials to help come to a decision on this issue.⁶⁸

46. In most countries where e-scooter use is permitted, users are not required to hold a driving licence. In Germany, for example, e-scooter users must have insurance and the vehicle must be registered, but a driving licence is not required.⁶⁹ Jurisdictions that do require users to hold a valid motorcycle or driving licence in order to use scooters include Israel, Korea, and the Australian state of New South Wales.⁷⁰

47. Some witnesses supported the requirement for e-scooter users to hold a driving licence.⁷¹ The Royal National Institute for Blind People (RNIB) said that a driving licence requirement for rental e-scooter users was the “minimum standard needed to provide accountability and enable proper enforcement of safety rules”.⁷² However, other witnesses expressed concern that a requirement for a driving licence was disproportionate and may limit uptake.⁷³ We heard it could also be a barrier for certain groups in society. E-scooter operator Bird told us:

[...] the concern is around the driving licence limiting the uptake of these types of vehicles. For example, statistics show that black and Asian people are much less likely to hold a licence. Younger riders [...] are again less likely to hold a licence. Women are less likely to hold a licence. We do not want to introduce those barriers.⁷⁴

48. Professor Anable told us that the greatest merit of e-scooters as a mode of transport is “for those who do not have a driving licence and perhaps do not aspire to have one”. For this reason, she also said that the Government’s rental trials “may not be representative of the mainstream consumer down the line”.⁷⁵ Lime said that for trials to succeed and provide a sustainable basis for scooter operations in the future, they must closely replicate commercially viable market conditions and be usable by as many of the public as possible.⁷⁶ This view was shared by other e-scooter operators who called for the licence requirement to be removed in the longer term should e-scooters be legalised, with some commenting they should be regulated similarly to bikes and e-bikes.⁷⁷

49. The Minister told us that the Department had not yet made a policy decision on the requirement for a driving licence. She said she had an “open mind” on the matter. She accepted, however, that the driving licence requirement would create a barrier for some people:

We know that there are certain inclusion issues around driving licence holders. For example, we know that an average of 74% of people aged 17 and over have a driving licence. In and of itself that is not entirely representative of the whole population. If we introduce a new mode of transport, we want everyone to benefit from it.⁷⁸

67 Department for Transport, [Future of Transport Regulatory Review: Call for Evidence](#), March 2020, pp 26–27

68 Qq 116–117

69 “[Electric scooters: get to know the new regulations](#)”, Bavarian News, 19 July 2019

70 International Transport Forum, [Safe Micromobility](#), February 2020, p 30

71 For example, Guide Dogs (ESC0074), Chartered Institute of Logistics and Transport (ESC0056)

72 RNIB (ESC0065)

73 For example, Taur Technologies (ESC0010), BIBA (ESC0059), Bolt (ESC0064), Helbiz (ESC0016)

74 Q65

75 Q5

76 Lime (ESC0070)

77 For example, Bolt (ESC0064), Lime (Q62), Bird (Q61)

78 Q118

She reiterated that the decision for users to require driving licences during the trials was “made to proceed quickly in response to the Covid pandemic”.⁷⁹

50. It is unfortunate that, due to a legal technicality, users of rental e-scooters in the Government’s trials are required to have a driving licence. People without driving licences ought to be a key target demographic for the rental schemes, yet they are excluded. We believe the rental schemes should be accessible to the widest possible groups of people, particularly given the context of the pandemic. We are also concerned that the driving licence requirement will result in the trials not being as representative as they should have been.

51. *Should the Government legalise e-scooters following the trials, users should not be required to have a driving licence either for rental schemes or private use. This would be consistent with practice in most other places around the world.*

Insurance requirement

52. As described above, e-scooters in the Government’s rental scheme trials need to be covered by a motor vehicle insurance policy. The Government has said the insurance will be provided by rental scheme operators.⁸⁰ Following the trials, the precise classification of e-scooters in future law would determine insurance requirements. If they continued to be classified in a similar way to a “motor vehicle” then they would need insurance on the roads and in public spaces, but if they were classified in a similar way to a bicycle then they would not. There is a broader open question as to whether riders of micro-mobility devices will need to have insurance as a result of the European Court of Justice *Vnuk* judgement on the Motor Insurance Directive.⁸¹

53. E-scooter insurance requirements vary between different countries. For rental schemes in other countries, e-scooter operators usually offer limited liability insurance, but also make riders sign rental agreements whereby the customer accepts responsibility for any accident.⁸² For privately owned e-scooters in Germany, the vehicle must be type-approved by the German Federal Motor Transport Authority and there is a mandatory requirement for riders to have insurance. This is done through the purchase of an annual ‘insurance sticker’, which is displayed on the vehicle.⁸³ Similarly, in the Netherlands, e-scooters are classified in the same way as mopeds and must have insurance to operate.⁸⁴ In India, e-scooters do not require insurance providing they have certain power and speed restrictions.⁸⁵

54. We received mixed evidence on the requirement for e-scooters to have insurance. Some witnesses said that insurance was necessary to protect against the risk of harm that

79 Qq 113–117

80 Department for Transport, *E-scooter trials: guidance for local areas and rental operators*, June 2020; Q113

81 Under the Motor Insurance Directive (MID) motorised vehicles in all EU Member States must hold third party liability insurance. Until the 2014 *Vnuk* judgement, mobility scooters and other micromobility devices had been considered to be out of scope of this requirement, by virtue of not being considered motorised vehicles for the purpose of the MID. However, the *Vnuk* judgement changed that interpretation of the MID and broadened the definition of a motor vehicle.

82 Regulating electric scooters (e-scooters), *Briefing Paper Number 8958*, House of Commons Library, August 2020

83 Eltis, ‘*E-scooter regulations in Germany and France*’, accessed 22 September 2020

84 ‘*Germany and France to regulate e-scooters*’, European Transport Safety Council news story, 20 May 2019

85 ‘*The rise of the E-scooter and its insurance challenges*’, *Insurance Business*, 23 September 2019

may be caused to other road users.⁸⁶ TfL, for example, said there was a “strong case” for making insurance requirements for e-scooters equal to those for mopeds, and therefore to mandate that riders are covered by third party insurance, “to offer greater protection for both riders and other road users.”⁸⁷ The Motor Insurers’ Bureau supported insurance for e-scooters, saying that they will “inevitably give rise to additional accidents”. It said this should be a lighter-touch approach than car insurance requirements and that the amount of cover, and the cost, should reflect the lower risk presented by e-scooters.⁸⁸ The British Insurance Brokers’ Association shared this view.⁸⁹ The RNIB and the King’s Cross Brunswick Neighbourhood Association both suggested that registering and insuring e-scooters would make it easier to identify a rider and seek any kind of redress in the event of a collision or incident.⁹⁰

55. Other witnesses, however, called for e-scooters to be treated in a similar way to bikes and e-bikes, which do not require mandatory insurance.⁹¹ Taur Technologies described requirements such as insurance as “unduly burdensome, and that any benefits would be far outweighed by the costs and inconvenience both for owners and riders and for the public authorities.”⁹² The AA suggested that insurance should not be a mandatory requirement, but users could be encouraged to take out some form of personal liability insurance cover.⁹³ Professor Anable said “I am concerned that, if we go down the route of applying the need for insurance for this mode, then, by the back door, we are going to be applying it to other micro-mobility and active modes [...] Cyclists do not currently have insurance. If we put them on e-scooters, we need to do it for cyclists.”⁹⁴

56. Some witnesses who were supportive of insuring e-scooters suggested that e-scooters could have some form of registration or identification system in order to verify which scooters are insured and to help with enforcement (enforcement is discussed in more detail in Chapter 5). The British Insurance Brokers’ Association and the charity Road Safety Support suggested this could include a small chip or barcode identification plate, with a central database of registered e-scooters managed by the DVLA (in a similar way to the registration of motor vehicles).⁹⁵ This is similar to the ‘insurance sticker’ required in Germany.

57. As part of its Future of Transport consultation, the Department is seeking views on whether, in the longer term, micro-mobility devices should be treated more like mopeds or e-bikes for insurance purposes.⁹⁶ In its guidance for local areas and rental operators, the Government noted that responses to that consultation so far have generally supported regulating e-scooters in a similar way to bikes and e-bikes.⁹⁷ As with the current requirement for users to have a driving licence, the Minister told us that “we need to await the results of the trials so that we can make an informed decision on whether insurance

86 For example, BLM (ESC0076), Road Safety Support (ESC0052), BIBA (ESC0059), DriveTech (ESC0062) John Lewis (ESC0089), Brewery Logistics Group (ESC0013).

87 Transport for London (ESC0049)

88 Motor Insurers’ Bureau (ESC0037)

89 British Insurance Brokers’ Association (ESC0059)

90 Q33 [RNIB], King’s Cross Brunswick Neighbourhood Association (ESC0082)

91 For example, TIER (ESC0067), Bird (Q27), Bolt (ESC0064)

92 Taur Technologies (ESC0010)

93 AA (ESC0045)

94 Q11

95 British Insurance Brokers’ Association (ESC0059), Road Safety Support (ESC0052)

96 Department for Transport, [Future of Transport Regulatory Review: Call for Evidence](#), March 2020

97 Department for Transport, [E-scooter trials: guidance for local areas and rental operators](#), June 2020

will be required for e-scooters in the future.”⁹⁸

58. There are mixed views by stakeholders on whether, in the longer-term, there should be a mandatory requirement for e-scooter riders to have insurance, either for rental schemes or for privately owned vehicles. In our view, an e-scooter is more akin to a bike or an e-bike, rather than a moped, and we share concerns that too many requirements on users or operators may be burdensome and discourage take-up.

59. The Department should closely monitor the number and type of collisions that occur during the e-scooter rental trials to determine the future insurance requirements for both rental and privately-owned e-scooters, should the latter be legalised.

5 Safety risks and regulation

60. In countries where e-scooters can be ridden legally, governments have taken various steps to ensure the safety of riders and other road users, including imposing speed, power and weight limits, mandating certain safety features be fitted on to e-scooters (such as lights and reflectors), restricting e-scooters to roads and/or cycle lanes and making it a requirement to wear a helmet. In some cases, the specifications are similar to those that apply to e-bikes.

61. In several countries, safety rules around e-scooters have been tightened further following their legalisation. In Singapore, following an increase in the number of accidents involving e-scooters and other personal mobility devices, new laws were introduced to prevent e-scooters from being ridden on pavements (e-scooters had previously been allowed to share pavements with pedestrians).⁹⁹ Similarly, the French Government introduced stricter rules on e-scooters following hundreds of safety incidents and several related deaths. The stricter safety rules came in to force in October 2019 and included a ban on using e-scooters on pavements and country roads and a ban on wearing headphones while using e-scooters.¹⁰⁰

Scooter design

62. Following its e-scooter trials consultation, the UK Government decided on a set of vehicle design criteria for rental e-scooters. These include the following requirements:

- fitted with no motor other than an electric motor with a maximum continuous power rating of 500W and not fitted with pedals;
- designed to carry no more than one person;
- a maximum speed not exceeding 15.5 mph;
- two wheels, one front and one rear, aligned along the direction of travel;
- have a mass including the battery, but excluding the rider, not exceeding 55kg;
- have means of directional control via the use of handlebars that are mechanically linked to the steered wheel; and
- have means of controlling the speed via hand controls and a power control that defaults to the 'off' position.¹⁰¹

63. The Government is consulting on vehicle specifications for micro-mobility vehicles more broadly as part of its Future of Transport Regulatory Review. This consultation, along with the evidence collected during the trials, will inform the vehicle design specification for privately owned e-scooters if the Government decides to legalise those in the future.

64. Witnesses had a range of views about the preferred specifications for e-scooter design, including the speed limit, power limit, wheel size, braking and stability standards, and

99 ["Singapore bans electric scooters from footpaths after spate of accidents"](#), South China Morning Post, 4 November 2019

100 ["Electric scooters: France introduces new rules to 'restore tranquility'"](#), BBC, 25 October 2019

101 Department for Transport, [E-scooter trials: guidance for local areas and rental operators](#), June 2020

requirement for scooters to be fitted with a bell, lights and reflective strips.¹⁰² We examine some of these below.

Speed limit

65. In its initial consultation on e-scooter trials, the Government favoured a lower maximum speed of 12.5 mph but, after considering its consultation responses, it decided on a 15.5 mph limit. The speed limit for e-scooters varies between different countries, but most have set it between 12.5 mph (20 kph) (for example, Germany, Norway and Sweden) and 15.5 mph (25 kph) (for example, Spain, France and Italy).¹⁰³ In some cases, individual cities or areas have their own local speed limits for e-scooters.¹⁰⁴

66. We heard mixed views on the most appropriate speed limit. Many witnesses felt that 15.5 mph was suitable as it matches that seen in a number of other European countries and is consistent with the speed at which the motor of an e-bike cuts out.¹⁰⁵ Halfords told us that having a different speed limit for e-scooters and e-bikes may “cause unnecessary confusion between riders of these forms of electric transport, particularly given many riders of traditional bikes operate at a similar speed”. A speed differential could also cause “unnecessary safety problems in cycle lanes.”¹⁰⁶ Bird shared this view, saying “it would be odd to introduce a big disparity between different types of vehicle, [...] between scooters and bikes.”¹⁰⁷

67. Some witnesses favoured the lower speed limit of 12.5 mph. We were told that e-scooters are less stable than bikes and have a smaller wheel size, meaning they are at greater risk when driving over uneven road surfaces, potholes or drain covers.¹⁰⁸ Cycling UK told us that setting e-scooters to a lower speed cut-off limit than for electric bikes would “maintain an advantage for e-bikes over e-scooters, thereby increasing the likelihood that e-scooters would attract people to switch from cars without this being at the expense of potential physical activity benefits of switching to walking or cycling, including e-bikes.”¹⁰⁹ A similar view was shared by others including the Bicycle Association.¹¹⁰

68. Some witnesses expressed surprise and concern that the Government had opted to set a higher speed limit than they had first anticipated.¹¹¹ The RNIB said “we were hoping that speeds would be limited ideally to as close to walking as possible but, if not, to an absolute maximum of 12.5 mph. We are really shocked by the speed limit and very concerned about the vehicles being on pavements.”¹¹²

102 For example, Transport for London (ESC0049), Bicycle Association (ESC0055), Bolt (ESC0064), TIER (ESC0067), Guide Dogs (ESC0074), Yawboard (ESC0006), Royal Society for the Prevention of Accidents (ESC0022), Pure Electric (ESC0031), Xiaomi (ESC0039), Sustrans (ESC0044).

103 “Paris introduces new e-scooter rules”, TheMayor.eu, 3 November 2019; Eltis, ‘E-scooter regulations in Germany and France’, accessed 22 September 2020; “What you need to know about Italy’s new electric scooter craze”, TheLocal.it, 9 June 2020; International Transport Forum, *Safe Micromobility*, February 2020

104 Q75 [Bird]

105 For example, Pure Electric (ESC0031), Xiaomi (ESC0039), Dott (ESC0060), Bolt (ESC0064), TIER (ESC0067), Weightmans (ESC0054), Paul Turner (ESC0019), Helbiz (ESC0016) Taur (ESC0010), Voi (Q73)

106 Halfords (ESC0030)

107 Q75

108 For example, ROSPA (ESC0022), Sustrans (ESC0044), Transport for London (ESC0049), British Insurance Brokers’ Association (ESC0059), Urban Transport Group (ESC0068), Transport for Greater Manchester (ESC0071),

109 Cycling UK (ESC0086)

110 Bicycle Association (ESC0055), Guide Dogs (ESC0074)

111 For example, Bicycle Association (Q26), Living Streets (Q28)

112 Q27

69. E-scooter rental companies told us that it is possible for the speed of their e-scooters to be controlled via their apps, using ‘geofencing’ technology.¹¹³ Geofencing involves the creation of virtual boundaries that limit the scooter’s speed, or prevent the scooter from operating completely. An e-scooter’s in-built GPS connection (or other type of location tracker) triggers these restrictions when it detects that the scooter has entered a certain area.¹¹⁴ This may include areas that would be dangerous for an e-scooter, like motorways, or city centre locations with high numbers of pedestrians.

70. In its guidance for local areas and e-scooters operators, the Government said that in addition to the regulatory provisions it has outlined, local authorities have the power to specify their own additional requirements for the e-scooter trials. The Minister told us that this can include setting a speed limit lower than 15.5 mph if they wish to.¹¹⁵ The first e-scooter trials to launch in Tees Valley have a speed limit of 12.5 mph.¹¹⁶ The Minister also highlighted geofencing as a way to enforce a variety of speed limits, noting “some authorities may wish to have variable speed limits in different areas of their authority, depending on the nature of the road environment.”¹¹⁷

71. In our view, the speed of e-scooters should be suitable for the local environment they are deployed in. A “one size fits all” approach will not work. Speed limits in the trials can be determined at the local level by local authorities and, in the case of rental e-scooters, via ‘geo-fencing’ technology installed by companies. Operators should work closely with local authorities to plan and implement the most appropriate speed limits for rental e-scooters in local areas.

72. In its Response to this Report, the Department should clarify what principles it expects local authorities to follow when determining e-scooter speed limits in certain areas.

Design standards

73. The rental trials should also shed light on appropriate design standards for e-scooters. Some key issues raised with us related to power limits, weight limits, lighting, wheel size and the requirement for a bell or horn.

74. In addition to opting for a higher speed limit after its consultation on rental e-scooters, the Department increased the permitted vehicle power from 350W to 500W and the maximum weight from 35kg to 55kg. Generally, if an e-scooter has a higher power rating it will be able to climb hills more easily, carry heavier weight and accelerate more quickly.¹¹⁸

75. Witnesses had varying views on the most suitable power limit for e-scooters, with suggestions ranging from 250W to 750W.¹¹⁹ 250W is the maximum permitted motor power for electric bikes in the UK. A few witnesses were concerned about a higher power threshold for e-scooters, with some saying they may pose a risk to riders and other road users.¹²⁰ For example, the Bicycle Association told us “500W will give you formidable acceleration [...]”

113 For example, Bolt (ESC0064), Voi (Q119), Lime (Q74)

114 “*Cities use invisible geofencing to control use of e-scooters*”, Government Technology, 18 September 2019

115 Department for Transport, *E-scooter trials: guidance for local areas and rental operators*, June 2020; Q119

116 Q119 [Department for Transport]

117 Q 119

118 Electric Scooter Guide, ‘[Technical guide: electric scooter motors](#)’, accessed 28 September 2020

119 For example, Taur Technologies (ESC0010), British Insurance Brokers’ Association (ESC0059).

120 For example, Cycling UK (ESC0086), Guide Dogs (ESC0074).

The acceleration of the vehicle accompanied by its speed potentially increase the risk to the rider, let alone anybody else”.¹²¹ Other witnesses told us that in some cases, higher power is often needed due to the topography of an area and to ensure an e-scooter can perform well when travelling uphill.¹²² Lime said that “the only consideration with power is the topography of cities. With somewhere like Bath, Bristol or Sheffield, for example, a higher power may be required because of the hills. With somewhere like London, which is flatter, the requirement is clearly much less.”¹²³ Some commented that setting a power limit that is too low for such terrain could be dangerous for the rider.¹²⁴

76. Several witnesses highlighted that e-scooters’ small wheel size makes them less stable than other modes (such as bikes) and puts them at risk from uneven road surfaces and potholes.¹²⁵ PACTS said “with wheel sizes typically 8–10 inches (often less but rarely more), they are incapable of safely negotiating the ruts, potholes, uneven surfaces of many urban streets”.¹²⁶ Some witnesses suggested that specifying a minimum wheel size in the scooters’ design requirements could help reduce the likelihood of riders being affected by uneven road surfaces.¹²⁷

77. Other features that witnesses raised as important to include in e-scooter design requirements included reflectors, lights, and brakes which are independent of the scooter’s electrical system. We also received suggestions that e-scooters should meet certain design or testing standards, for example a test for how the scooter copes with potholes.¹²⁸ The need for e-scooters to be fitted with a bell or horn in order to make an audible warning sound was also raised by several witnesses.¹²⁹ RNIB and Guide Dogs highlighted the specific concerns of visually impaired people, who may not be able to see or hear the vehicles approaching, as they operate very quietly.¹³⁰

78. In September, the Department published its minimal technical requirements for e-scooters to enable operators to participate in the trials.¹³¹ The Minister told us “we have set out vehicle standards around having two independent braking systems. They must have lights. They must have reflectors. They must pass some stability tests.”¹³² The Minister also said it would be mandatory for e-scooters to be fitted with a way to make an audible warning sound (either a horn or a bell).¹³³

79. The Department has also not specified a minimum wheel size in its guidance for rental e-scooters. However, Anthony Ferguson, Deputy Director of Traffic and Technology, told us that this will be considered as part of the stability tests:

121 Q31

122 For example, Voi (Q84), Bird (Qq 74, 84), Superpedestrian (ESC0075).

123 Q 84

124 For example, Taur Technologies (ESC0010), Pure Electric (ESC0031).

125 For example, Motorcycle Industry Association (ESC0035), Taur Technologies (ESC0010), Motor Insurers’ Bureau (ESC0037), Transport for London (ESC0049), Swifty Scooters (ESC0063).

126 Parliamentary Advisory Council for Transport Safety (ESC0051)

127 For example, Transport for London (ESC0049), Royal Society for the Prevention of Accidents (ESC0022), Urban Transport Group (ESC0068), Dott (ESC0060), Taur (ESC0010).

128 For example, Pure Electric (ESC0031), Weightmans (ESC0054), Swifty Scooters (ESC0063).

129 For example, Yawboard (ESC0006), Chartered Institute of Logistics and Transport (ESC0056), Guide Dogs (ESC0074), British Insurance Brokers’ Association (ESC0059), Road Safety Support (ESC0052).

130 Guide Dogs (ESC0074), Royal National Institute of Blind People (ESC0065)

131 Department for Transport, [E-scooter trials: guidance for local areas and rental operators](#), June 2020, Annex

132 Q139

133 Q122

The crucial point is the stability test. The key thing to say about that is that we have largely followed the German model, which we think is one of the best. It is probably the gold standard in European regulation. That is what we are relying on. Otherwise, we could specify a minimum wheel size and the vehicle might not meet the stability test. It is stability that matters. When someone is riding a vehicle on uneven terrain, we need to know that they will be able to stop, and stop safely.¹³⁴

80. The Department must use the data gathered during the rental trials, in addition to qualitative and quantitative evidence from other countries, to determine which e-scooter design requirements are appropriate and necessary from a safety perspective. This exercise will help inform minimum standard specifications should privately owned e-scooters be legalised for use on UK roads.

Rider safety measures

81. It is important that riders of e-scooters take measures to protect themselves on the roads, including wearing protective equipment and ensuring they understand how to operate scooters safely and according to the Highway Code. Key considerations for rider safety include what type of training, if any, e-scooter riders should have before using a scooter and whether they should be required to wear a helmet.

User training

82. For the trials the Government has not made it a mandatory requirement for users to receive training prior to using an e-scooter, although it has said that local authorities can specify training requirements in their agreements with operators.¹³⁵ Several witnesses mentioned that training was important, for both rental and privately-owned e-scooters.¹³⁶ For rental scooters, some witnesses said that operators should require users to undertake training or as a condition of hiring an e-scooter.¹³⁷ Cycling UK said “we urge that the providers of e-scooters should at least be required to provide information, for example an instructional video, for users of e-scooter schemes at the point when they subscribe.”¹³⁸

83. Some operators told us they have a compulsory in-app training video that users must watch before they rent a scooter for the first time¹³⁹ and others offered in-person public training events in certain places, including at the launch of local schemes.¹⁴⁰ We asked the Minister whether training should be required for rental e-scooter users. She said “there is no compulsory training for the renters because these vehicles are designed with minimum safety standards in mind. They are incredibly easy to use. They are easier to use than even a cycle, so we did not think it was necessary to mandate training.”¹⁴¹

134 Q140

135 Department for Transport, *E-scooter trials: guidance for local areas and rental operators*, June 2020

136 For example, Transport for London (ESC0049), Cycling UK (ESC0086), Road Haulage Association (ESC0032).

137 For example, King’s Cross Brunswick Neighbourhood Association (ESC0082).

138 Cycling UK (ESC0086)

139 For example, Lime (Q77), Bird (Q79).

140 For example, Helbiz Inc. (ESC0016), Bird (Q79), Voi (Q80), TIER Mobility GmbH (ESC0067).

141 Q121

Helmets and other protective equipment

84. The Government has recommended that users of rental e-scooters wear a helmet for their journeys, but it is not a mandatory requirement.¹⁴² This is consistent with the Government's position on helmet use for bikes and e-bikes. Local authorities have discretion to require e-scooter rental operators to provide helmets. The Government previously considered whether helmets should be mandatory for cyclists in its 2018 'Cycling and Walking Investment Strategy: Safety Review'. That review concluded that, while there is evidence that helmet use can reduce head injuries, there is mixed evidence on mandating helmets, with some evidence suggesting that any apparent safety benefit could be a result of reduced participation in cycling.¹⁴³ The International Transport Forum reported evidence that users of rental micro-mobility services are less likely to wear a helmet than people who privately own a micro-mobility vehicle and are also more likely to be deterred by a mandatory helmet requirement.¹⁴⁴

85. Elsewhere, there are varying rules on helmets: in many countries it is the choice of the rider, but in some jurisdictions a helmet is a legal requirement. It may also be requirement for people in certain age groups: France Italy and Sweden have made it mandatory for those under a certain age to wear a helmet on an e-scooter.¹⁴⁵ Some Australian and US states mandate wearing a helmet for all e-scooter users.¹⁴⁶

86. While many witnesses emphasised the importance of wearing a helmet, there were mixed views on whether they should be mandatory. The Royal Society for the Prevention of Accidents strongly recommended that e-scooter riders wear a helmet.¹⁴⁷ TfL said that "there may be a case for making helmets mandatory or other protective headwear, due to the increased risk of head injuries".¹⁴⁸ Others, however, felt that rules around helmet use should be consistent with that for bikes and e-bikes,¹⁴⁹ with some raising the concern that mandating helmets for e-scooters may discourage their use.¹⁵⁰ Pure Electric said "where mandatory helmet use has been tested in relation to cycling, it has led to a fall in cycling activity. There is no reason to anticipate a different outcome in relation to e-scooters."¹⁵¹

87. E-scooter rental operators told us about some of the initiatives they have been carrying out to encourage helmet use, including promotional campaigns, giving out free helmets to users and offering discounts on helmets to their customers.¹⁵² Bird told us that it has given away over 70,000 helmets at global safety and rider education events and was exploring new innovations such as foldable helmets that can be attached to the vehicle.¹⁵³

142 Department for Transport, [E-scooter trials: guidance for local areas and rental operators](#), June 2020

143 Department for Transport, [Cycling and Walking Investment Strategy: Safety Review: Government Response to Call for Evidence](#), November 2018

144 International Transport Forum, [Safe Micromobility](#), February 2020

145 Taur, ['Do I need to wear a helmet when riding an electric scooter?'](#), accessed 28 September 2020

146 Regulating electric scooters (e-scooters), [Briefing Paper Number 8958](#), House of Commons Library, August 2020

147 Royal Society for the Prevention of Accidents (ESC0022)

148 Transport for London (ESC0049). For other examples, see Brewery Logistics Group (ESC0013), James Darroch (ESC0017), Go-Ahead (ESC0043), Road Safety Support (ESC0052), Association of British Insurers (ESC0053).

149 For example, Westminster City Council (ESC0041), Dott (ESC0060), Drive Tech (ESC0062), TIER (ESC0067), Superpedestrian (ESC0075).

150 For example, Taur Technoliges (ESC0010).

151 Pure Electric (ESC0031)

152 For example, Helbiz Inc. (ESC0016), Voi (Q80), Lime (Q77).

153 Q78. See also TIER (ESC0067).

88. Giving evidence, the Minister reaffirmed the Government’s position on helmets for e-scooters:

We strongly recommend that cycling and e-scooter users wear a helmet, but we have not made it mandatory in the same way that it is not mandatory for cycles. The reason for that is that we conducted a recent review in the Department, and we found that the evidence was inconclusive on whether mandating cycle helmets in and of itself improved safety.”¹⁵⁴

89. In addition to helmets, some witnesses suggested that riders should be encouraged to wear high visibility or reflective clothing when riding an e-scooter to ensure they can be seen clearly by other road and pavement users.¹⁵⁵ In its e-scooter trials guidance for users, the Government advises that e-scooter users “wear light-coloured or fluorescent clothing so that other road users can see you in daylight, poor light and in the dark.”¹⁵⁶

90. We understand that it may not always be practical or feasible for users of rental e-scooters to obtain and wear a helmet. It is important, however, that e-scooter operators involved with the trials encourage users to wear helmets, and where possible, operators should provide them. Should privately owned e-scooters be legalised for use on roads, the Department should likewise encourage helmet use.

Integrating with other road users and pedestrians

91. Whether e-scooters will prove to be a successful addition to the UK’s transport mix depends on their safe integration with other road and pavement users. Many witnesses suggested that e-scooters should be treated in a similar way to bikes and e-bikes and be permitted on low speed roads and cycle lanes. Some suggested that they should be permitted on roads with speed limits of up to 30 mph.¹⁵⁷ Plans for the first e-scooter rental trial in the Tees Valley were modified after local residents raised complaints that e-scooters had illegally been ridden by underage users on an A-road with a 70mph speed limit.¹⁵⁸

92. Most witnesses agreed that e-scooters should be banned from pavements due to concerns around the safety of pedestrians.¹⁵⁹ The AA told us that a survey it carried out in May 2020 found that 90% of respondents reported that the safety of pedestrians would be a concern should e-scooters be permitted on pavements. The AA said it was of paramount importance to keep the pavement a “safe haven” for pedestrians.¹⁶⁰ Some witnesses, including the AA, Living Streets, and Guide Dogs also suggested that e-scooters should not be permitted on mixed pedestrian and cycle pathways (often referred to as “shared-

154 Q120

155 For example, Halfords (ESC0030), Go-Ahead (ESC0043), Road Safety Support (ESC0052), Royal Society for the Prevention of Accidents (ESC0022).

156 Department for Transport, ‘E-scooter trials: guidance for users’, accessed 28 September 2020

157 For example, Yawboard (ESC0006), Royal Society for the Prevention of Accidents (ESC0022), Taur Technologies (ESC0010), Helbiz Inc. (ESC0016), Zain Hussain and Stiofan Folan-Hasici (ESC0018), Halfords (ESC0030), Pure Electric (ESC0031), Sustrans (ESC0044), Weightmans (ESC0054).

158 “UK’s first e-scooter trial scaled back amid widespread misuse—including underage riders zipping through shopping centres”, The Independent, 1 August 2020

159 For example, Brewery Logistics Group (ESC0013), Westminster City Council (ESC0041), TIER (ESC0067), Yawboard (ESC0006), Living Streets (ESC0044), Bicycle Association (Q34), Guide Dogs (ESC0074), Royal National Institute of Blind People (ESC0065).

160 Q41

use” areas). The RNIB told us that shared-use areas are already “well documented as being really difficult areas for blind and partially sighted people, as well as lots of other people.”¹⁶¹ The London Assembly Transport Committee noted:

Pavements already designated for shared use with cycle facilities need careful consideration. Some of these shared use pavements are designed as a safety measure to avoid dangerous junctions. The importance of improving the quality of cycle infrastructure as a whole and considering the safety of all road and pavement users, is further highlighted if e-scooters are to be introduced.¹⁶²

93. Some witnesses noted concerns that e-scooters can be a particular risk for visually impaired people, and those with disabilities or limited mobility.¹⁶³ TfL noted that pavements are “essential to the active travel of disabled people”, and said that any docking station areas for e-scooters should be clearly separated from the pavement.¹⁶⁴ The RNIB commented that e-scooters pose a “real and genuine threat to the ability of blind and partially sighted people to move around independently and safely.”¹⁶⁵ Guide Dogs, a charity for blind and partially sighted people, told us it had held focus groups with people with visual impairments. A key concern raised was the difficulty detecting e-scooters and knowing they were coming because they operated very quietly. One person said:

It is scary, you don’t know what’s coming, and how fast it’s coming, and what kind of vehicle it is.¹⁶⁶

94. Both the RNIB and Guide Dogs noted that people with visual impairments already experience issues with cyclists riding on the pavement illegally. We heard that this is likely to be exacerbated by the introduction of rental e-scooters, and that even prior to the Government’s trials there were problems with people using privately owned e-scooters illegally on the pavements. In its written evidence, the RNIB said:

Unfortunately, it seems that police and local authorities do not see cycling on pavements as a serious issue, and the offence is often not enforced. If more small vehicles like e-scooters become widely available for use, this problem is likely to be further exacerbated.¹⁶⁷

95. In September, one of the new rental trials in Coventry was “paused” after only five days of operation after users were seen illegally mounting the pavement and riding in shopping areas.¹⁶⁸

161 Q53

162 London Assembly Transport Committee (ESC0033)

163 For example, London Assembly Transport Committee (ESC0033), Guide Dogs (ESC0074), Motorcycle Industry Association (ESC0035), Chartered Institute of Logistics and Transport (ESC0056).

164 Transport for London (ESC0049)

165 Q25

166 Guide Dogs (ESC0074)

167 Royal National Institute of Blind People (ESC0065)

168 [“E-scooter trial hits the brakes after complaints from walkers”](#), The Times, 15 September 2020

Enforcement

96. Several witnesses highlighted that robust enforcement will be needed to prevent users riding e-scooters on pavements.¹⁶⁹ However, there were concerns about how successful this would be in practice, and whether authorities and police would have the capacity to enforce pavement use effectively.¹⁷⁰ The Bicycle Association noted that there was a lack of clarity on the offences that apply to illegal use of e-scooters, and the AA questioned how strictly the e-scooter trials would be enforced.¹⁷¹ The Local Government Association told us that councils will require additional funding to enforce e-scooter safety restrictions.¹⁷² The RNIB wanted a Government publicity campaign on e-scooters, with clear messaging not to use them on pavements.¹⁷³

97. E-scooter operators told us about some of the technical tools available to identify whether a user has ridden on the pavement. Lime told us that they can retrospectively identify if a user has ridden on the pavement by comparing the data from users' journeys. It is then possible to penalize a user retrospectively.¹⁷⁴ Voi said "where people try to break the law, there are ways in which we can stop them. If we know that someone is reported with GPS, we will know who that person was and when they did it. We can enforce that later." Voi also said that over time, with improvements in technology, it may be possible to more proactively identify e-scooter users riding illegally on pavements.¹⁷⁵ There remain wider concerns about enforcing the use of privately owned e-scooters, which are not part of the trials, as they are not subject to restrictions and penalties by an operator in the same way rental ones are.

98. In its guidance for e-scooter operators and local authorities, the Department said that prior to approving a trial scheme, the operator and local authority must demonstrate that they have considered enforcement issues with the relevant authorities, and that the e-scooter vehicles they plan to deploy can be made visible and distinct from privately owned e-scooters.¹⁷⁶ The Minister told us "we would not authorise any trial to go ahead unless it had evidence that it had engaged with the law enforcement agencies in its local area and had constructed a robust and realistic enforcement plan." The Minister clarified the offences for illegal e-scooter use: "users can be fined up to £300. They can have six points put on their driving licence, and the e-scooter can be impounded. There are also offences under the Road Traffic Act related to drunk driving and careless driving. They would also apply to e-scooter users."¹⁷⁷

99. An e-scooter travelling on a pavement at a speed of up to 15.5 mph is a serious hazard both for the user and pedestrians. Local authorities need plans in place to monitor and discourage pavement use during rental trials in their local areas. Rental e-scooter operators must use the technology available to vigorously discourage pavement use. Local authorities and e-scooter operators must be able to demonstrate

169 For example, Royal National Institute of Blind People (ESC0065), Motor Insurers' Bureau (ESC0037), Dott (ESC0060), TIER (ESC0067), Urban Transport Group (ESC0068).

170 For example, Royal National Institute of Blind People (Q27), Parliamentary Advisory Council for Transport Safety (ESC0051).

171 Qq 29, Q34

172 Local Government Association (ESC0027)

173 Q27

174 Q88

175 Q90

176 Department for Transport, [E-scooter trials: guidance for local areas and rental operators](#), June 2020

177 Q125

that measures to tackle such dangerous and antisocial behaviour are effective.

100. *In responding to this Report, the Department should clarify how it intends to monitor whether e-scooters during the rental trials are being ridden on pavements and the number of users penalised for this offence and that it has evaluated and identified effective measures to eliminate such antisocial behaviour.*

101. *Should privately-owned e-scooters be legalised, the Government should ensure that the law clearly prohibits the pavement use of e-scooters, that there are robust enforcement measures are in place and that such measures are effective in eliminating this behaviour.*

Street clutter

102. When parked on pavements, e-scooters can increase the amount of ‘street clutter’ (poorly placed or redundant street furniture), which may present obstacles to pedestrians. This can be particularly dangerous for disabled people or those with visual or mobility impairments. Since introducing rental schemes, several cities in other countries have experienced problems with e-scooters being littered on the pavements and causing obstructions. For example, in Paris, a large influx of e-scooters caused street clutter issues and led to a ban on them being left on pavements or in pedestrian zones.¹⁷⁸ We previously heard evidence around the negative impacts of street clutter in our inquiry into pavement parking.¹⁷⁹

103. The Department has said that during the e-scooter rental trials, local authorities will be able to specify the total number of vehicles permitted in a certain region, and which areas rental e-scooters can be used and parked. It also noted that “for trials to be effective, there will need to be sufficient parking provision in trial areas; where a dockless operating model is being used, local authorities should ensure that e-scooters do not become obstructive to other road users and pedestrians, particularly those with disabilities.”¹⁸⁰

104. Many witnesses raised concerns about the potential for street clutter with rental schemes, with some noting its potentially negative impact on older people, disabled people, those with visual impairments, and people with child buggies.¹⁸¹ Living Streets said that “dockless e-scooters (and bikes) can be unlocked with a phone app and left anywhere when a ride is finished. As rental scheme operators jockey into position to grab the largest market share there is a risk that e-scooters will inundate footways and cause an obstruction to pedestrians”.¹⁸² The RNIB raised concerns that e-scooters would exacerbate problems already seen with dockless bike hire schemes:

Rental dockless bike schemes have caused significant problems for disabled pedestrians because they are often left partly or entirely obstructing pavements. This has caused injury when people with sight loss walk into the bikes and has also forced people out into the road with other fast-moving traffic.¹⁸³

178 [“Paris bans electric scooter pavement parking”](#), The Connexion, 31 July 2019

179 Transport Committee, Thirteenth Report of Session 2017–19, [Pavement parking](#), HC 1982

180 Department for Transport, [E-scooter trials: guidance for local areas and rental operators](#), June 2020

181 For example, Brewery Logistics Group (ESC0013), Road Haulage Association (ESC0032), London Assembly Transport Committee (ESC0033), Sustrans (ESC0044), Helbiz (ESC0016), Guide Dogs (EC0074).

182 Living Streets (ESC0047)

183 Royal National Institute for Blind People (ESC0065)

105. Several witnesses were supportive of designated parking areas, or specific ‘no parking zones’, for e-scooters.¹⁸⁴ The London Assembly Transport Committee said it is “vital that shared micromobility schemes, including e-scooters, are provided with adequate parking space and users are incentivised to leave these vehicles in places that do not obstruct pavements or roads.”¹⁸⁵ The RNIB emphasised that they wanted to see physical separation between e-scooter parking areas and the pavements.¹⁸⁶ The operator Dott told us that elsewhere in Europe, “using parking hubs has been very successful and we see 95% of trips ending in the correct locations—helped by cities providing on street signage.”¹⁸⁷

106. E-scooter providers highlighted other measures taken to minimise street clutter, including using “geofencing”, which creates virtual parking areas that a user can view on a smartphone app.¹⁸⁸ Users are required or encouraged to park their e-scooter in these designated zones at the end of their journey. E-scooter companies also emphasised that they educate users via their apps on how and where to park e-scooters.¹⁸⁹ In some cases e-scooter companies may enforce improper parking of e-scooters via their apps. Riders may be subject to escalating warnings, resulting in a user being banned or fined for repeated breaches of the rules.¹⁹⁰

107. We asked the Minister how the Government intends to ensure street clutter is kept to a minimum throughout the trials, noting problems that had been experienced elsewhere in Europe. She emphasised that e-scooter trials will require close co-operation between the local authorities and operators. She told us that the Department has made a small amount of funding available to local authorities as part of the trials and that “some of the funding that we have introduced will enable the local authorities to, for example, set up parking bays and docking stations in their local area. We have required them to engage very closely with operators to make sure that they are taking into account those issues.”¹⁹¹

108. Rental e-scooters left on pavements as ‘street clutter’ can cause a hazard for pedestrians, particularly people with visual impairments and those with limited mobility. We do not want to see British towns and cities develop the dangerous and unsightly street clutter problems with e-scooters, experienced in some other European cities. We are encouraged that e-scooter companies are increasingly using technological solutions to prevent dockless e-scooters being left in a haphazard fashion on pavements.

109. The Department, working with local authorities, should closely monitor the trials to determine whether any problems are developing with scooters being left on pavements as ‘street clutter’. If so, the Department will need to trial and evaluate whether stronger regulation to specify where users must deposit rental e-scooters after their journey is effective in eliminating these problems. This ought to be done before making a decision on whether to legalise rental e-scooters on a more permanent basis.

184 For example, Dott (ESC0060), Bolt (ESC0064), TIER (ESC0067), Lime (ESC0070), Guide Dogs (ESC0074).

185 London Assembly Transport Committee (ESC0033)

186 Q53

187 Dott (ESC0060)

188 For example, TIER (ESC0067), Dott (ESC0060), Lime (ESC0070).

189 For example, Bird (Q92), Helbiz Inc. (ESC0016), TIER (ESC0067).

190 For example, Helbiz Inc (ESC0016).

191 Qq 111, 128

6 Environmental impact

CO2 impact

110. E-scooters are frequently promoted as a low carbon form of transport that have the ability to improve local air quality. E-scooters could help to reduce air pollution and congestion, and make carbon savings, if they are used to replace journeys that would otherwise have been made by car (see Chapter 3 on modal shift). An analysis by North Carolina State University found that over a lifetime, e-scooters may be more environmentally friendly than most cars but can be less green than other options, including certain modes of public transport, cycling, and walking. The study reported the lifetime carbon impact of an e-scooter to be 202 g CO₂-eq/passenger-mile. This is lower than a personal car (with an impact of 414 g CO₂/passenger-mile) but not as environmentally friendly as a bus with high ridership (impact of 82 g CO₂/passenger-mile).¹⁹²

111. Arcadis, an engineering and management consulting company, conducted a study of the whole-life environmental impacts based on dockless e-scooter rental companies in Paris in 2019. This suggested that over an average lifecycle, an e-scooter in Paris emits around 105g CO₂ equivalent/km/user, which is greater than that of hybrid and electric buses (74.3g and 21.7g equivalent/km/user respectively).¹⁹³

112. Both these studies noted that the majority of an e-scooter's lifetime carbon dioxide emissions comes from its materials and the manufacturing process and the process of collecting it for charging.

Durability and the e-scooter "lifetime"

113. Rental e-scooters tend to have shorter lifetimes than privately owned ones, as they are used by more people and may be subject to a greater amount of damage by users.¹⁹⁴ One 2019 analysis from the Boston Consulting Group estimated that the average lifespan for rental e-scooters is just three months.¹⁹⁵ Increasing the "lifetime" of e-scooters can help to improve their overall environmental footprint, as their carbon dioxide impact per mile decreases.

114. In its e-scooter trials guidance for local areas and operators, the Department did not specify any sustainability or environmental requirements for e-scooters, although local authorities have the ability to specify these when establishing trials with operators.¹⁹⁶ However, the Department did state that micro-mobility vehicles should be "durable enough to avoid entire units requiring frequent replacement due to poor design" in order to "avoid the potential downside of consumer waste and environmental impact as a result of poorly designed vehicles."¹⁹⁷

115. Several witnesses to our inquiry noted concerns around scooter lifetime.¹⁹⁸ Sustrans

192 Joseph Hollingsworth, Brenna Copeland and Jeremiah X Johnson, "[Are e-scooters polluters? The environmental impacts of shared dockless electric scooters](#)", *Environmental Research Letters*, vol 14:8 (2019)

193 Arcadis (ESC0034)

194 Joseph Hollingsworth, Brenna Copeland and Jeremiah X Johnson, "[Are e-scooters polluters? The environmental impacts of shared dockless electric scooters](#)", *Environmental Research Letters*, vol 14:8 (2019)

195 Boston Consulting Group, '[The Promise and Pitfalls of E-Scooter Sharing](#)', 16 May 2019

196 Department for Transport, '[E-scooter trials: guidance for local areas and rental operators](#)', June 2020

197 Department for Transport, '[Future of Transport Regulatory Review: Call for Evidence](#)', March 2020

198 For example, Go-Ahead (ESC0043), Parliamentary Advisory Council for Transport Safety (ESC0051).

said “we believe that the lifecycle of e-scooters, their efficiency and their redistribution, if used as part of a shared scheme, needs to be optimised, in order to ensure that their environmental impact is less than any vehicle journeys that they are used to replace.”¹⁹⁹ TIER recommended that the UK specifies a minimum lifetime in e-scooter regulations.²⁰⁰ We also heard concerns that e-scooters are not very easy to repair, with some recommending that they be manufactured in a way that makes it easy to remove and replace its component parts if they break, rather than needing to dispose of the whole vehicle.²⁰¹ PACTS noted that the battery life of e-scooters may be quite short, and expressed concern that many are not recycled or disposed of appropriately.²⁰² A few witnesses noted that there should be higher standards of recycling for e-scooter components and batteries.²⁰³

116. Some noted that e-scooters have seen significant recent improvements in their operational lifetime and repairability.²⁰⁴ Dr Sherriff told us that “companies have been improving their environmental performance quite a lot in terms of the sturdiness of the e-scooters, which helps them last longer.”²⁰⁵ Lime told us that “one of the biggest impacts of the process we have been through has been improving the lifespan of the scooter—how long it lasts. It is also making sure, for example, that, if one component of the scooter gets broken or degrades over time, we can just replace that one piece of the scooter”.²⁰⁶ Voi, Lime and Bird all confirmed that their newest e-scooter models have an operational lifetime of two years or more, with Voi adding that they have high levels of recyclability for e-scooter components including batteries.²⁰⁷

Charging method

117. Charging e-scooters typically involves the e-scooter company picking up scooters with depleted batteries, taking them away to be recharged and then redistributing them into the local area. Some studies suggest that e-scooter rental companies could make carbon savings through the way they collect and/or charge their e-scooters, including by:

- using electric vehicles to pick up e-scooters; or
- reducing the need for pick-up and transit for recharging. This may include targeting collection to only retrieve scooters with low battery, or only swapping the batteries as opposed to transporting the whole scooter away.²⁰⁸

118. Several witnesses noted that the environmental impacts of how e-scooters are collected and distributed for charging need to be considered.²⁰⁹ The Urban Transport Group expressed concern about the choice of vehicle used to carry out these operations, saying that if low carbon vehicles are not used, it may worsen air quality.²¹⁰ Dr Sherriff told

199 Sustrans (ESC0044)

200 TIER (ESC0067)

201 For example, Bicycle Association (Q49), Dr Sherriff (Q16).

202 Parliamentary Advisory Council for Transport Safety (ESC0051)

203 For example, TIER (ESC0067), Bird (ESC0058), Swifty Scooters (ESC0063).

204 For example, Bolt (ESC0064).

205 Q16

206 Q86

207 Qq 85, 97–98

208 Joseph Hollingsworth, Brenna Copeland and Jeremiah X Johnson, “[Are e-scooters polluters? The environmental impacts of shared dockless electric scooters](#)”, *Environmental Research Letters*, vol 14:8 (2019); Boston Consulting Group, “[The Promise and Pitfalls of E-Scooter Sharing](#)”, 16 May 2019 .

209 For example, Transport for London (ESC0049), Sustrans (ESC0044), Dott (ESC0060), Bolt (ESC0064).

210 Urban Transport Group (ESC0068)

us that local authorities should be encouraged to ensure that e-scooter charging activities and maintenance activities are carried out by bikes and low emission vehicles, as opposed to diesel vans, in order to minimise their environmental impact.²¹¹

119. We also heard that some e-scooter companies have now introduced ‘swappable’ batteries, meaning that rather than having to move the scooters to a specific location for their batteries to be recharged, e-scooter companies swap the drained battery for a fully charged one. E-scooter companies can carry out battery swapping operations using bikes or e-bikes, which may help to reduce the overall environmental impacts of their operations.²¹²

120. We asked the Minister why the Department did not specify sustainability and environmental requirements as part of the trials. She noted that “a lot of our operators are working in places that already have their own environmental credentials” and that e-scooter companies are already operating using models that maximise how long they can operate on the roads, including using swappable batteries.²¹³ Anthony Ferguson, Deputy Director of Traffic and Technology at DfT added that “some of our technical standards will ensure the robustness of the vehicles.” He also emphasised that local authorities will be able to choose which operators to work with and are likely to consider an operator’s environmental credentials and sustainability practices:

All local authorities take their environmental duties very seriously. They are not going to allow operators to operate in their areas who do not meet high standards.²¹⁴

121. E-scooters have the potential to improve local air quality and help meet the Government’s carbon emission targets, particularly if they replace car journeys. However, we note there are valid environmental concerns relating to the lifetime of the scooters and the processes used to charge their batteries. It is encouraging that e-scooter companies are making improvements to these processes as technology develops.

122. We recommend that local authorities involved with the trials make it a condition that e-scooter companies seeking to participate operate in an environmentally sustainable way, both in terms of the design lifetime of their scooters and the processes used to recharge batteries.

123. The Department should closely monitor the environmental impact of e-scooters during the rental trials and, if needed, consider introducing stricter requirements around sustainability.

211 Q23

212 For example, Voi (Q85), TIER (ESC0067).

213 Q137

214 Ibid.

7 Evaluation and next steps

124. E-scooter rental trials have been already announced in four parts of the country (Tees Valley, Milton Keynes Borough, Northamptonshire, and the West Midlands), with more expected to be confirmed. Witnesses stressed the need for the Department to conduct thorough evaluation of the rental trials to best inform future decisions on the regulation e-scooters, both for rental and privately owned e-scooters should the latter be legalised.

125. Some witnesses expressed concerns that the Department’s decision to fast-track the trials may hinder proper evaluation. Living Streets told us:

Data collection is hugely important. [...] What concerns me is the speed at which this is being rolled out. It takes time to develop an effective evaluation framework. This was supposed to be happening in a year’s time to develop the right framework and links to academia, to get the assessment that you want. Are we going to get that? I do not know.²¹⁵

126. The Bicycle Association noted that, prior to the pandemic, the trials were intended to be an “orderly” process to test in detail issues such as braking power, speed, wheel size and weight. The Association hoped that the “rush to introduce e-scooters does not mean that there will be some rigorous monitoring and evaluation”.²¹⁶ The AA said it had not seen the Department’s criteria for the evaluation: “we need to know how it is going to be monitored, who is going to be monitoring it and what criteria they are using.”²¹⁷ RNIB stressed the importance of disabled people being involved in the evaluation of the trials.²¹⁸

127. In evidence, the Minister said that the trials will last for 12 months although the Secretary of State had powers to modify the trial length if needed. She explained that the Department would be collating a range of evidence from local authorities and operators about the progress of the trials:

We want to get as good a picture as we possibly can. If we feel it is necessary to run the trials for longer, then possibly that is what we would do. We have set out a clear framework centrally under which we require local authorities and operators to provide the evidence to enable us to do the final evaluation. [...] As part of that, we will work closely with representatives of the inclusivity groups.²¹⁹

128. The Minister said that the Department was still developing the central evaluation framework which it would use. The evaluation would be done to “high standards”, using a “professional and validated set of data”, and specific funding had been budgeted for evaluation purposes.²²⁰ Anthony Ferguson, Deputy Director of Traffic and Technology, said:

Because they are national trials that are going to inform and advise ministers potentially about legalisation, or certainly future legislation, monitoring

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and evaluation are absolutely at the heart of what we are doing. That is why we are designing a central framework. We will let a contract to collect the data, process the data and produce good results from it. We want robust evidence to be able to produce robust advice. Local authorities will also collect their own information and learning. There will be a lot of qualitative learning as well, obviously. Operators will also do this, because they are all learning as they go.²²¹

129. The rental trials will provide a crucial evidence base for future legislation on e-scooters. The data collected from local authorities and operators will provide valuable information on the impact of e-scooters on safety, the environment, and people's journey choices.

130. We recommend that the Department publishes its central evaluation framework for the rental trials, in order to ensure full transparency and scrutiny of the policy development process.

131. While we support the Government's desire to enable companies and users to take up this new innovative and environmentally friendly form of transport, this should not be to the detriment of pedestrians, particularly disabled people. The Department must use these trials to ensure that any regulations governing e-scooters are effective in providing a safe environment for both riders and other road users.

132. We note that the usage of privately-owned e-scooters, once legalised, will avoid some of the downsides of rental schemes, such as scooters being left as 'street clutter'. However, the concerns we highlight in this Report about pavement use, excessive speed, and enforcement remain pressing and will need to be addressed forcefully by the Government in legislation. The current trials present a vital opportunity to test whether measures to curb such behaviours are effective.

133. Subject to the conditions we outline in this Report being met, we believe that the Department should take swift action to legalise the use of privately owned e-scooters on roads and cycle lanes. We would expect this to take place within the next 18 months.

Conclusions and recommendations

Re-assessing the legal status of e-scooters

1. **Privately owned e-scooters are already a familiar sight in many British towns and cities, despite remaining illegal to use on roads and pavements. They have the potential to offer a low cost, accessible and environmentally friendly alternative to the private car. The Department for Transport’s focus must be on developing and implementing a sensible and proportionate regulatory framework for legal e-scooter use, drawing on lessons from other countries, which ensures that potential negative impacts on pedestrians and disabled people are avoided. (Paragraph 16)**
2. **We welcome the Department’s work to examine the legal status of e-scooters. The review of micro-mobility transport and the introduction of rental e-scooter trials will allow important evidence and data to be gathered to help determine the best way to incorporate both rental and privately-owned e-scooters within the UK transport mix. (Paragraph 17)**

Modal shift effects of e-scooters

3. **There is currently limited evidence within the UK on how the growth of e-scooters has affected other transport usage, and thus the modal shift which may occur as e-scooters continue to grow in popularity. In our view, it would be counter-productive if an uptake in e-scooters, whether rental or private, primarily replaced people undertaking more active and healthy forms of travel, such as walking, cycling, and even using kick-scooters. Promoting active travel must remain a key policy aim for the Department for Transport. The Department’s focus should be on encouraging the use of e-scooters to replace short car journeys rather than walking and cycling. (Paragraph 34)**
4. ***The Department, working with local authorities, must collect data during the rental trials on the modal shift observed with e-scooters. Should privately-owned e-scooters and rental e-scooter schemes be fully legalised, the Department should use this evidence base to publish its aspirations for modal shift in the medium to long term, with particular focus on how people can be encouraged to switch from the car to an e-scooter for some short journeys. (Paragraph 35)***

Accessibility of e-scooters

5. **It is essential that the Government’s rental e-scooter trials are accessible to a wide range of people and take place in a diverse set of locations. This includes city centres but also suburban areas and market towns where other transport options are not as readily available. This would also allow valuable data to be gathered about the effectiveness of rental e-scooters in a variety of settings. (Paragraph 41)**
6. **We recommend that the Department continues to maintain close oversight of the locations of the rental trials and ensures that, when approving bids for new schemes, there is a good geographical spread around the UK and a balance in**

population density. The Department should actively reach out to local authorities in less populated areas if it receives a lack of bids for schemes in such areas. (Paragraph 42)

7. It is unfortunate that, due to a legal technicality, users of rental e-scooters in the Government's trials are required to have a driving licence. People without driving licences ought to be a key target demographic for the rental schemes, yet they are excluded. We believe the rental schemes should be accessible to the widest possible groups of people, particularly given the context of the pandemic. We are also concerned that the driving licence requirement will result in the trials not being as representative as they should have been. (Paragraph 50)
8. *Should the Government legalise e-scooters following the trials, users should not be required to have a driving licence either for rental schemes or private use. This would be consistent with practice in most other places around the world.* (Paragraph 51)
9. There are mixed views by stakeholders on whether, in the longer-term, there should be a mandatory requirement for e-scooter riders to have insurance, either for rental schemes or for privately owned vehicles. In our view, an e-scooter is more akin to a bike or an e-bike, rather than a moped, and we share concerns that too many requirements on users or operators may be burdensome and discourage take-up. (Paragraph 58)
10. The Department should closely monitor the number and type of collisions that occur during the e-scooter rental trials to determine the future insurance requirements for both rental and privately-owned e-scooters, should the latter be legalised. (Paragraph 59)

Safety risks and regulation

11. In our view, the speed of e-scooters should be suitable for the local environment they are deployed in. A "one size fits all" approach will not work. Speed limits in the trials can be determined at the local level by local authorities and, in the case of rental e-scooters, via 'geo-fencing' technology installed by companies. Operators should work closely with local authorities to plan and implement the most appropriate speed limits for rental e-scooters in local areas. (Paragraph 71)
12. *In its Response to this Report, the Department should clarify what principles it expects local authorities to follow when determining e-scooter speed limits in certain areas.* (Paragraph 72)
13. The Department must use the data gathered during the rental trials, in addition to qualitative and quantitative evidence from other countries, to determine which e-scooter design requirements are appropriate and necessary from a safety perspective. This exercise will help inform minimum standard specifications should privately owned e-scooters be legalised for use on UK roads. (Paragraph 80)
14. We understand that it may not always be practical or feasible for users of rental e-scooters to obtain and wear a helmet. It is important, however, that e-scooter operators involved with the trials encourage users to wear helmets, and where

possible, operators should provide them. Should privately owned e-scooters be legalised for use on roads, the Department should likewise encourage helmet use. (Paragraph 90)

15. **An e-scooter travelling on a pavement at a speed of up to 15.5 mph is a serious hazard both for the user and pedestrians. Local authorities need plans in place to monitor and discourage pavement use during rental trials in their local areas. Rental e-scooter operators must use the technology available to vigorously discourage pavement use. Local authorities and e-scooter operators must be able to demonstrate that measures to tackle such dangerous and antisocial behaviour are effective.** (Paragraph 99)
16. *In responding to this Report, the Department should clarify how it intends to monitor whether e-scooters during the rental trials are being ridden on pavements and the number of users penalised for this offence and that it has evaluated and identified effective measures to eliminate such antisocial behaviour.* (Paragraph 100)
17. *Should privately-owned e-scooters be legalised, the Government should ensure that the law clearly prohibits the pavement use of e-scooters, that there are robust enforcement measures in place and that such measures are effective in eliminating this behaviour.* (Paragraph 101)
18. **Rental e-scooters left on pavements as ‘street clutter’ can cause a hazard for pedestrians, particularly people with visual impairments and those with limited mobility. We do not want to see British towns and cities develop the dangerous and unsightly street clutter problems with e-scooters, experienced in some other European cities. We are encouraged that e-scooter companies are increasingly using technological solutions to prevent dockless e-scooters being left in a haphazard fashion on pavements.** (Paragraph 108)
19. *The Department, working with local authorities, should closely monitor the trials to determine whether any problems are developing with scooters being left on pavements as ‘street clutter’. If so, the Department will need to trial and evaluate whether stronger regulation to specify where users must deposit rental e-scooters after their journey is effective in eliminating these problems. This ought to be done before making a decision on whether to legalise rental e-scooters on a more permanent basis.* (Paragraph 109)

Environmental impact

20. **E-scooters have the potential to improve local air quality and help meet the Government’s carbon emission targets, particularly if they replace car journeys. However, we note there are valid environmental concerns relating to the lifetime of the scooters and the processes used to charge their batteries. It is encouraging that e-scooter companies are making improvements to these processes as technology develops.** (Paragraph 121)

21. *We recommend that local authorities involved with the trials make it a condition that e-scooter companies seeking to participate operate in an environmentally sustainable way, both in terms of the design lifetime of their scooters and the processes used to recharge batteries.* (Paragraph 122)
22. *The Department should closely monitor the environmental impact of e-scooters during the rental trials and, if needed, consider introducing stricter requirements around sustainability.* (Paragraph 123)

Evaluation and next steps

23. **The rental trials will provide a crucial evidence base for future legislation on e-scooters. The data collected from local authorities and operators will provide valuable information on the impact of e-scooters on safety, the environment, and people's journey choices.** (Paragraph 129)
24. *We recommend that the Department publishes its central evaluation framework for the rental trials, in order to ensure full transparency and scrutiny of the policy development process.* (Paragraph 130)
25. **While we support the Government's desire to enable companies and users to take up this new innovative and environmentally friendly form of transport, this should not be to the detriment of pedestrians, particularly disabled people. The Department must use these trials to ensure that any regulations governing e-scooters are effective in providing a safe environment for both riders and other road users.** (Paragraph 131)
26. **We note that the usage of privately-owned e-scooters, once legalised, will avoid some of the downsides of rental schemes, such as scooters being left as 'street clutter'. However, the concerns we highlight in this Report about pavement use, excessive speed, and enforcement remain pressing and will need to be addressed forcefully by the Government in legislation. The current trials present a vital opportunity to test whether measures to curb such behaviours are effective.** (Paragraph 132)
27. **Subject to the conditions we outline in this Report being met, we believe that the Department should take swift action to legalise the use of privately owned e-scooters on roads and cycle lanes. We would expect this to take place within the next 18 months.** (Paragraph 133)

Formal minutes

Tuesday 29 September 2020

Members present:

Huw Merriman, in the Chair

Ruth Cadbury	Karl McCartney
Lilian Greenwood	Gavin Newlands
Robert Largan	Greg Smith
Chris Loder	Sam Tarry

Draft Report (*E-scooters: pavement nuisance of transport innovation?*), proposed by the Chair, brought up and read.

Ordered, That the draft Report be read a second time, paragraph by paragraph.

Paragraphs 1 to 133 read and agreed to.

Summary agreed to.

Resolved, That the Report be the Third Report of the Committee to the House.

Ordered, That the Chair make the Report to the House.

Ordered, That embargoed copies of the Report be made available, in accordance with the provisions of Standing Order No. 134.

[Adjourned till Tuesday 6 September at 3.00pm]

Witnesses

The following witnesses gave evidence. Transcripts can be viewed on the [inquiry publications page](#) of the Committee's website.

Wednesday 01 July 2020

Jillian Anable, Chair in Transport & Energy, University of Leeds; **Graeme Sherriff**, Research Fellow, University of Salford [Q1–23](#)

Lorna Lee, Campaigns Manager, Automobile Association; **Phillip Darnton** OBE, Director, Bicycle Association; **Eleanor Southwood**, Chair, Royal National Institute of Blind People (RNIB); **Rachel Lee**, Policy & Research Manager, Living Streets [Q24–59](#)

Wednesday 15 July 2020

Alan Clarke, Director of Policy, UK, Ireland & Nordics, Lime; **Emma Silver**, Head of Public Policy for Northern Europe & Asia Pacific, Bird; **Richard Corbett**, Regional General Manager-UK, Ireland and Benelux, Voi [Q60–98](#)

Rachel Maclean MP, Parliamentary Under-Secretary of State, Department for Transport; **Anthony Ferguson**, Deputy Director, Traffic and Technology, Department for Transport [Q99–147](#)

Published written evidence

The following written evidence was received and can be viewed on the [inquiry publications page](#) of the Committee's website.

esc numbers are generated by the evidence processing system and so may not be complete.

- 1 Alliance of British Drivers (ABD) ([esc0026](#))
- 2 Arcadis ([esc0034](#))
- 3 Association of British Insurers ([esc0053](#))
- 4 Automobile Association ([esc0045](#))
- 5 Bicycle Association ([esc0055](#))
- 6 Bird ([esc0058](#))
- 7 BLM ([esc0076](#))
- 8 Bolt Technology OU ([esc0064](#))
- 9 Brewery Logistics Group ([esc0013](#))
- 10 British Insurance Brokers' Association (BIBA) ([esc0059](#))
- 11 The Chartered Institute of Logistics and Transport ([esc0056](#))
- 12 Chilton, Mr Robin ([esc0088](#))
- 13 Clarkson, Ms Helen ([esc0025](#))
- 14 Cohen, Dr Tom ([esc0057](#))
- 15 Constable, Mr Michael ([esc0009](#))
- 16 Curl, Dr Angela ([esc0050](#))
- 17 Cycling UK ([esc0086](#))
- 18 Dare, Mr Allan ([esc0087](#))
- 19 Darroch, Mr James ([esc0017](#))
- 20 Department for Transport ([esc0036](#))
- 21 Dott ([esc0060](#))
- 22 DriveTech (UK) Limited ([esc0062](#))
- 23 Farrell, Mr Karl ([esc0042](#))
- 24 Fitt, Dr Helen ([esc0050](#))
- 25 Folan-Hasici, Stiofan ([esc0018](#))
- 26 Gill, Mr Dharminder ([esc0015](#))
- 27 Go-Ahead Group ([esc0043](#))
- 28 Guide dogs ([esc0074](#))
- 29 Halfords Group plc ([esc0030](#))
- 30 Helbiz Inc. ([esc0016](#))
- 31 Hussain, Zain ([esc0018](#))
- 32 IAM RoadSmart ([esc0046](#))
- 33 Interel ([esc0075](#))

- 34 International Underwriting Association of London ([esc0061](#))
- 35 The John Lewis Partnership ([esc0089](#))
- 36 King's Cross Brunswick Neighbourhood Association (KCBNA) ([esc0082](#))
- 37 Knight, Mr Graham ([esc0005](#))
- 38 LaRocco, Ben ([esc0075](#))
- 39 Lime ([esc0070](#))
- 40 Living Streets ([esc0047](#))
- 41 Local Government Association ([esc0027](#))
- 42 London Assembly Transport Committee ([esc0033](#))
- 43 London Road Safety Council ([esc0073](#))
- 44 MCI A ([esc0035](#))
- 45 Mcwhinnie, Miss Nicola ([esc0024](#))
- 46 Miller, Mr Peter ([esc0004](#))
- 47 Motor Insurers' Bureau ([esc0037](#))
- 48 National Federation of the Blind of the United Kingdom ([esc0072](#))
- 49 Oxfordshire County Council ([esc0038](#))
- 50 Paine, Mr Michael ([esc0003](#))
- 51 Parliamentary Advisory Council for Transport Safety (PACTS) ([esc0051](#))
- 52 Poldervaart ([esc0080](#))
- 53 Pure Electric ([esc0031](#))
- 54 Richardson, Mr Eamonn ([esc0079](#))
- 55 Riddy, Michael ([esc0011](#))
- 56 Road Haulage Association Ltd ([esc0032](#))
- 57 Road Safety Support ([esc0052](#))
- 58 Royal National Institute of Blind People ([esc0065](#))
- 59 The Royal Society for the Prevention of Accidents (RoSPA) ([esc0022](#))
- 60 Shaw, Professor Jon ([esc0050](#))
- 61 Stannard, Adrian ([esc0077](#))
- 62 Storr, Debra ([esc0001](#))
- 63 Sustrans ([esc0044](#))
- 64 Swifty Scooters ([esc0063](#))
- 65 Taur Technologies Ltd ([esc0010](#))
- 66 TIER Mobility GmbH ([esc0067](#))
- 67 Transport for Greater Manchester ([esc0071](#))
- 68 Transport for London ([esc0049](#))
- 69 Turner, Paul ([esc0019](#))
- 70 Urban Transport Group ([esc0068](#))
- 71 Weightmans LLP ([esc0054](#))

- 72 West Yorkshire Police ([esc0029](#))
- 73 Widdowson, Mr Andrew ([esc0008](#))
- 74 Xiaomi Technology ([esc0039](#))
- 75 Yawboard Limited ([esc0006](#))

List of Reports from the Committee during the current Parliament

All publications from the Committee are available on the [publications page](#) of the Committee's website. The reference number of the Government's response to each Report is printed in brackets after the HC printing number.

Session 2019–21

First Special Report	Pavement parking: Government Response to the Committee's Thirteenth Report of Session 2017–19	HC 158
Second Special Report	The impact of the coronavirus pandemic on the aviation sector: Government and Civil Aviation Authority Responses to the Committee's Second Report	HC 745
First Report	Appointment of the Chair of the Civil Aviation Authority	HC 354
Second Report	The impact of the coronavirus pandemic on the aviation sector	HC 268