



The Transport Secretary
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR
United Kingdom

Please Ask For: David Gill
Direct Dial: (0116) 257 2626 **Ext:** 626
Email: david.gill@oadby-wigston.gov.uk
Website: www.oadby-wigston.gov.uk
Date: 30 March 2022

Dear Sirs

Re: Potential Dangers to Pedestrians from E-scooters and Mobility Scooters.

I am instructed to write to you on behalf of the Licensing and Regulatory Committee of Oadby and Wigston Borough Council.

At its meeting on 10 March 2022, members expressed their concerns about the proliferation of the use of E-scooters and Mobility scooters on public footpaths without insurance/tax or a driving licence and were of the view that more powerful vehicles of both descriptions are using the footpaths in an unregulated manner, putting pedestrians at risk.

Members are aware of the current trials in relation to the use of E-scooters but would ask that given the increasing number of deaths and injuries being reported in the media urgent steps are taken to regulate there general use.

Yours faithfully

David Gill
Monitoring Officer
(Head of Law and Democracy)



Department
for Transport

Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR
Tel: 0300 330 3000

Web Site: www.gov.uk/dft

Our Ref: 399254

27th May 2022

David Gill
Monitoring Officer
Head of Law & Democracy

Email: david.gill@oadby-wigson.gov.uk

Dear David,

E-scooters regulation

Thank you for letter of 30 March to the Rt Hon Grant Shapps MP at the Department for Transport, about e-scooters. Your letter was passed to the Traffic and Technology Division, and I have been asked to reply.

I note the concerns you have raised about e-scooters on behalf of members of the Licensing and Regulatory Committee of Oadby and Wigston Borough Council.

As you may be aware, the Queen's Speech on Tuesday 10 May 2022 announced the Government's intention to introduce legislation on the future of transport in the new parliamentary session, as part of a Transport Bill. Measures included in this Bill propose a new low speed, zero emission vehicle category that is independent from the cycle and motor vehicle categories. New powers in the Bill would subsequently allow the Government to decide on the vehicles that will fall into this category, and how they should be regulated to ensure safe use.

Further powers in the Bill would also allow local areas to manage rental services of cycles, e-cycles and e-scooters, so that fleet sizes and parking can all be kept under local control.

The Department will consult publicly before any secondary regulations for e-scooters and the rental schemes are made. This means that no final decisions about regulations have been made, nor will they be until such point that the Transport Bill becomes law. I would encourage members of the Licensing and Regulatory Committee to help shape the final outcome by

participating in the consultation process when the opportunity arises. Further information on how the legislative process works is available at: www.gov.uk/guidance/legislative-process-taking-a-bill-through-parliament.

You may be interested to know that we are currently considering options for e-scooter regulations, which may include requirements for users such as having a driving licence or needing to register the vehicle, as drivers do with their cars. We recognise the need to crack down on illegal and inconsiderate e-scooter use and are aware of the calls for a registration and number plate system to support the police with enforcement. We also acknowledge the barrier to entry that these requirements may create for users, and therefore we are investigating the wider implications of such a system.

Until the law changes, the existing limits on e-scooters continue to apply. Private e-scooters remain illegal to use on public roads and pavement riding is illegal for all e-scooters. It is a long-established principle that vehicles are not permitted on the pavement, with the exception of mobility scooters. There are existing penalties for illegal use. Users can be fined up to £300, have 6 points put on their driving licence, and the e-scooter can be impounded, though enforcement is ultimately an operational matter for local police forces. How roads policing is undertaken, and available resources are deployed, is the responsibility of individual chief officers, taking into account the specific local problems and demands, and the Council may wish to share their concerns with Leicestershire Police.

We have also written to micromobility retailers reminding them of the law and are aware that the Advertising Standards Agency has taken action against e-scooter adverts where these have been deemed misleading.

E-scooter trials are currently live in 30 areas across England and will continue to run until 30 November 2022. The main objective of the trials will continue to be assessment of the safety and wider impacts of e-scooters and development of best practice for shared micromobility services. The findings from the evaluation of e-scooter trials are due to be published later this year.

Kind regards,

Jana Matta
Traffic & Technology