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Date: 7 July 2022

Dear Neil

Re: Potential Dangers to Pedestrians from E-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 16 June 2022, members expressed their concerns about the proliferation of the use of E-scooters and the rising number of accidents that are attributable to their use. This concerns extends not only to the use of E-scooters but also the use of E-bikes .

The government's own statistics show that based on provisional data in 2021:

- there were 1,280 collisions involving e-scooters, compared to 460 in 2020
- of all collisions involving e-scooters, 309 included only one e-scooter with no other vehicles involved in the collision (single vehicle collision), compared to 83 in 2020
- there were 1,359 casualties in collisions involving e-scooters, compared to 484 in 2020
- of all casualties in collisions involving e-scooters, 1,034 were e-scooter users, compared to 384 in 2020
- there were 9 killed in collisions involving e-scooters (all of whom were e-scooter riders) compared to 1 in 2020
- our best estimate, after adjusting for changes in reporting by police, is that there were 390 seriously injured and 960 slightly injured casualties in 2021, this compares to 129 and 354 respectively in 2020

Recent cases in the area include the death of a 71 year old woman in Nottingham in June and accidents involving E-bike's in Leicestershire involving a man in his 30's and a man in his 80's who both sustained serious injuries.

Members are aware of the Government's proposals announced in May to introduce legislation to legalise the use of E-scooters on public roads and urges you to lobby government to ensure that safety



is at the fore front of any proposed legislation and that the legislation is extended to include E-bikes as well.

The legislation should also impose minimum standards to ensure that any fire risk when an electrically assisted vehicle is being recharged is mitigated given that there were at least 72 fires in London alone directly attributed to the charging of E-scooters and E-bikes.

Members would appreciate your support in this matter and look forward to receiving your comments.

Yours faithfully



David Gill
Monitoring Officer
(Head of Law and Democracy)



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From: Neil O'Brien OBE MP <neil.obrien.mp@parliament.uk>
Sent: 04 August 2022 14:31
To: David Gill <david.gill@oadby-wigston.gov.uk>
Subject: FW: 220706 - Letter to NO'B re e-scooters (Case Ref: NO10532)

Hello Dave,

Thank you for contacting me about electric scooter trials, on behalf of the Licensing and Regulatory Committee at Oadby & Wigston Borough Council.

As you will be aware, the Department for Transport (DfT) has been running a series of electric scooter trials in select areas across the country, allowing the Government to investigate the true benefits and costs of electric scooters. E-scooters could ease the burden on the transport network, although the Government needs to scrutinise the full impact of electric scooters before any decision is made on whether they should be legalised on public roads.

I understand some councils have raised concerns about the trials after reports of misuse of scooters, such as in pedestrianised areas. This is against the clear government guidance first published in 2020, which lists the rules for members of the general public using e-scooters as part of trials. The full list of guidelines can be found here: <https://www.gov.uk/guidance/e-scooter-trials-guidance-for-users>.

The trials will provide evidence on the true impact of electric scooters, for example: how safe they are; how they are used; whether potential benefits can be realised; and on how to manage potential downsides. It is important to note that, in the e-scooter trials ongoing across the country, only selected rental electric scooters are being allowed to participate so that the data is both robust and meaningful.

The original deadline for the end of the trials was 30 November 2021, but trials were extended to take into account the slower start to trials as a result of the pandemic. Trials will run until 30 November 2022 and a full set of findings will be included in a final report.

I understand the Government has put in place a national monitoring and evaluation programme, with data being collected on a continuous basis. This data will help ensure that safety is as you rightly mention, at the forefront of any proposed legislation.

Thank you again for taking the time to contact me.

Neil

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