

Equality Impact Assessment

Reference: EQIA236095423

Submitted: 10 August 2020 14:40 PM

Executive summary

Title of policy or decision: Implementation of e-scooter hire pilot scheme

Describe the main aims, objectives and purpose of the policy (or decision): To implement an e-scooter hire pilot scheme approved by the Department for Transport within 6 areas of Essex. This will add to the Council's work programme to encourage greater use of sustainable travel modes. It links in closely with the Covid-19 recovery work as it is another form of sustainable transport people can use to help with maintaining social distancing.

- Improve the environment through the offering of another form of sustainable travel with a view to reducing CO2 and other emissions.
- Help to reduce congestion.
- Provides another sustainable transport mode giving residents more choice and giving them agency to make an informed choice about how they travel
- Help encourage physical activity to reduce obesity and inactivity

What outcome(s) are you hoping to achieve?: Help create great places to grow up, live and work

Which strategic priorities does this support? - Help create great places to grow up, live and work: Help to secure stronger, safer and more neighbourly communities, Help secure sustainable development and protect the environment, Facilitate growing communities and new homes

Is this a new policy (or decision) or a change to an existing policy, practice or project?: a new policy (or decision)

Please provide a link to the document / website / resource to which this EqlA relates:

<https://www.gov.uk/government/publications/e-scooter-trials-guidance-for-local-areas-and-rental-operators>

Please upload any documents which relate to this EqlA, for example decision documents:

<https://www.gov.uk/government/publications/e-scooter-trials-guidance-for-local-areas-and-rental-operators>

Assessing the equality impact

Use this section to record how you have assessed any potential impact on the communities likely to be affected by the policy (or decision): The Department for Transport launched a pilot scheme for e-scooter hire in June 2020. Following a consultation on e-scooter rental trials and legislation changes e-scooters which are part of a hire scheme are now legally allowed on roads, cycle tracks and cycle paths. The pilot scheme has been brought in to support a "green" restart of local travel and help to mitigate the reduced public transport capacity.

E-scooters are categorised as motor vehicles, with a maximum speed of 15mph. They are used on the highway, ideally in cycle lanes, and users require a valid driving license and insurance. Pre-hire training and helmet use will be mandated.

The evidence base on e-scooter impact is lacking as they are not currently legal in the UK. Data from other comparable EU countries has been considered.

Within Essex there is a proposal to launch e-scooter hire schemes within 6 areas;

Basildon
Braintree
Brentwood
Chelmsford
Clacton-on-Sea
Colchester

Pilot areas will be granted legal dispensation to operate schemes but e-scooters will not be operational / available outside these areas.

Within each area we have a number of approaches, specifically:

- Socially distant travel options, targeted at residents and key workers
- First / last mile options, targeted primarily at commuters
- Accessing employment, targeted at areas of high deprivation
- 'Park & Scoot', aimed at those who use traditional 'Park & Ride'
- Encouraging behaviour change, nudging those whose default for short distances would be the car towards sustainable alternatives
- Low carbon transport solution to ensure ECC meets its Net Zero targets by 2050
- Opportunities to reduce congestion
- Micro-mobility for new Garden Communities

Our locations focus on LCWIP (Local Cycling and Walking Infrastructure Plans) towns or cities with an existing healthy modal share for active travel. Our LCWIP proposals include flagship routes in Colchester, Braintree and Chelmsford and our e-scooter route network would utilise these.

Does or will the policy or decision affect:

Service users: Yes

Employees: Yes

The wider community or groups of people, particularly where there are areas of known inequalities: Yes

Which geographical areas of Essex does or will the policy or decision affect?: Basildon, Braintree, Brentwood, Chelmsford, Colchester, Tendring

Will the policy or decision influence how organisations operate?: No

Will the policy or decision involve substantial changes in resources?: No

Is this policy or decision associated with any of the Council's other policies?: Yes

Is the new or revised policy linked to a digital service (website, system or application)?: No

Description of impact

Description of Impact. If there is an impact on a specific protected group tick box, otherwise leave blank.

You will be given the opportunity to rate identified impacts as positive, negative or neutral on the next

page: Age, Disability - learning disability, Disability - mental health issues, Disability - physical impairment, Disability - sensory impairment, Gender / sex, Pregnancy / maternity, Race

I confirm that I have considered the potential impact on all of the protected characteristics: I confirm that I have considered the potential impact on all of the protected characteristics

Age

Nature of impact: Positive

Please provide more details about the nature of impact: You need to have a provisional driving licence in order to use an e-scooter from a hire company. A lot of young people find the cost of owning a car prohibitive but still need to be able to travel to where they need to get to. E-scooters offer another choice.

Also, those who are older may find e-scooters easier to use than bikes as the user just needs to stand on the scooter.

Extent of impact: Low

Please provide more details about the extent of impact: The extent of the impact is low as e-scooters will offer another travel option to all ages.

Disability - learning disability

Nature of impact: Neutral

Please provide more details about the nature of impact: Having a provisional driving licence is a requirement of being able to use an e-scooter from a hire company. For those with some learning disabilities they may not be legally able to apply for a provisional licence.

Extent of impact: Medium

Please provide more details about the extent of impact: For those people who are unable to use e-scooters due to not having a driving licence they could use the ECC Travel Training service to help them with becoming more independent on public transport.

Disability - mental health issues

Nature of impact: Neutral

Please provide more details about the nature of impact: Users will need to have a provisional driving licence in order to use the e-scooter scheme.

Extent of impact: Low

Please provide more details about the extent of impact: This is low as for those people who don't have a driving licence but still might want to travel actively they could cycle.

Disability - physical impairment

Nature of impact: Positive

Please provide more details about the nature of impact: Users will need to have a provisional driving licence in order to use the e-scooter hire scheme.

Extent of impact: Medium

Please provide more details about the extent of impact: Depending on the nature of the physical impairment, e-scooters could help by giving people greater accessibility.

Disability - sensory impairment

Nature of impact: Neutral

Please provide more details about the nature of impact: Users will need to have a provisional driving licence in order to use the e-scooter hire scheme.

Extent of impact: Medium

Please provide more details about the extent of impact: It would depend on the sensory impairment as to if someone is legally able to have a provisional licence.

Gender / sex

Nature of impact: Neutral

Please provide more details about the nature of impact: This scheme is open to all.

Extent of impact: Low

Please provide more details about the extent of impact: Trials in some countries have found that the group of people most likely to hire e-scooters has been white middle-aged men so work will have to be done to promote the scooters to other groups of people.

Pregnancy / maternity

Nature of impact: Adverse

Please provide more details about the nature of impact: As with a bike, the user is protected with the helmet but there is a slight risk of putting the unborn baby in danger if the rider falls or is involved in a collision.

Extent of impact: Medium

Please provide more details about the extent of impact: The impact is no worse than with a regular bicycle. However we would recommend that pregnant women consult their GP's ahead of using e-scooters.

Race

Nature of impact: Neutral

Please provide more details about the nature of impact: This scheme is open to all.

Extent of impact: Low

Please provide more details about the extent of impact: Trials in some countries have found that the group of people most likely to hire e-scooters has been white middle-aged men so work will have to be done to promote the scooters to other groups of people.

Action plan to address and monitor adverse impacts

Does your EqIA indicate that the policy or decision would have a medium or high adverse impact on one or more equality groups?: Yes

What are the mitigating actions?: Our EqIA indicates that the scheme has predominately low impacts, however we would plan to take the following mitigating actions.

Promote safer use and decreasing risk to other road user / pedestrians:

- ECC are working with Safer Essex Roads Partnership to develop a safety training course, similar to Bikeability. This training will include components on disability awareness.

- Preferred supplier(s) will deliver this training pre-hire and this will be mandated, as will the wearing of protective headgear, in a signed agreement between the individual user signs with the operator

- ECC will use technology to geofence, reducing the risk of abandonment by ensuring scooters can only be parked in designated bays.

Ensure safe vehicle specification and decreasing risk to other road user / pedestrians:

- Our preferred supplier(s) will only use scooter models approved by the DfT's safety assessment.
- We will also work with the operators to increase vehicles are visible to those with visual impairments such automatic vehicle lights and clear branding.

Ensuring road safety and decreasing risk to other road user / pedestrians:

- ECC are working with our Highway's partner to design and implement new signing, road markings and public information identifying where e-scooters are and aren't prohibited, promoting to road users and pedestrians the introduction of a new mode.
- We are also working with local law enforcement to align on embedding safety

Ensuring awareness:

- We will undertake a place-based communications strategy, promoting the scheme and addressing any safety concerns.
- We will work with local access groups specifically to address their concerns.

Date they will be achieved: 14/09/2020

Which characteristics do these mitigating actions apply to?: Disability - learning disability, Disability - physical impairment, Disability - sensory impairment, Pregnancy / maternity

Details of person completing the form

I confirm that this has been completed based on the best information available and in following ECC guidance: I confirm that this has been completed based on the best information available and in following ECC guidance

Date EqIA completed: 10/08/2020

Name of person completing the EqIA: Rachel Brody

Email address of person completing the EqIA: Rachel.Brody@essex.gov.uk

Your function: Place and Public Health

Your service area: Transportation and Smarter Travel

Your team: Sustainable Travel Planning Team

Are you submitting this EqIA on behalf of another function, service area or team?: No

Email address of Head of Service: Tracey.Vickers@essex.gov.uk