

**POLICE AND CRIME
COMMISSIONER FOR
LEICESTERSHIRE**

**CORPORATE GOVERNANCE
BOARD**

PAPER MARKED

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Report of	CHIEF CONSTABLE
Subject	E-SCOOTER UPDATE
Date	WEDNESDAY 23 NOVEMBER 2022
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Purpose of Report

1. The purpose of this report is to look at the number of collisions involving E-Scooters and the action being taken to address them.
2. The report will outline the effect of the E-Scooter policy and its impact on the number of Scooters seized.
3. The report also looks at how Leicestershire Police are enforcing the law around E-Scooters and the communication strategy around them.

Recommendation

4. The board are recommended to note the report and direction of travel as the demand for E-Scooters rises vs the Government's position in legalising them in the future.

Background

5. E-Scooters are not a new addition to the market and have been around for a number of years but the change in law and commencement of Government trials in July 2020 has led to an increase in their sales. This is coupled with some uncertainty surrounding their use together with heightened media interest as a result of several recent incidents involving E-Scooters and Pedestrians.
6. E-Scooters are defined as "powered transporters" and as such, are covered by the Road Traffic Act. However, to be compliant for use on the road, they must be taxed and insured, the rider must have a licence and they must also display lights and a number plate. Currently, the Scooters being sold in the UK do not conform to these requirements, meaning they cannot be used on Roads.

7. Due to their classification as motor vehicles, it is illegal to ride an E-Scooter on a pavement, road or in a public place unless they are part of a Government backed trial. Since July 2020, there are over 30 Councils which are participating in the Trials around the UK in order to promote a greener way of travelling and they have their own set of criteria that the rider must adhere to before hiring a Scooter. The only places therefore where private E-Scooters are permitted to be ridden is on private land with the permission of the landowner which is often few and far between. Leicestershire and Rutland do not currently participate in these trials.
8. The lack of education and fact that E-Scooters can be purchased from as little as £130 from a High-street retailer, makes it an attractive if not illegal option for both adults and children. Due to the number of accidents being caused by E-Scooters as well as them being used for Criminal Activity, Forces around the UK have adopted their own specific policies to deal with their use.
9. The Queen's speech on 10/5/22 looked at E-Scooters with an agreement that they would be legalised across the Country. No date of this has been given however or how this would affect current E-Scooters for sale. As a consequence, the Government trial has been extended to 2024.
10. Leicestershire E- Scooter Policy was launched on 1/12/21, giving Officers a specific process to follow that is in line with other Regional Forces in relation to stop, seizure and retention.

E-Scooter policy

11. The policy was launched at the start of December following consultation with other Forces and Senior Management in relation to the retention and destruction of E-Scooters.
12. NPAs and RPU were all briefed in relation to the Policy and communications were done by the Road Safety Partnership albeit not directly linked to Leicestershire Police.
13. Staff were given a clear policy to follow with specific instructions when dealing with repeat offenders, juveniles, and mitigating circumstances.
14. Storage and recovery were closely managed to address public perception issues, the risk of fire from batteries and to keep removal costs to a minimum for the Force.

Performance

15. Since the implementation of the Policy, there have been 40 E-Scooters seized. This is lower than prior to the policy being implemented and suggests that the introduction of the Policy has perhaps had the opposite effect to what was intended.

16. Officers now have to complete a Niche occurrence for a first stop (warning) and a further Niche report for a second stop. A request for the form to be available on Pronto has been submitted and is awaiting approval. This may result in an increase by making the process easier.
17. E-Scooter collisions are still occurring with a variety of factors being responsible – Drink/Drugs, careless driving, speed. The actual number of collisions involving E-Scooters are dependent on the Stats 19 form being completed, and although 9 have been recorded in 2022, this may not be an accurate figure.
18. Further attempts to engage with Officers have been done with renewed briefings, social media messages and paper flyers being sent to all NPAs for use at events.
19. The Road Safety Partnership have been instrumental in running a 6-week campaign aimed at 18-45yr olds to raise awareness of E-Scooters. This has been mainly via Facebook, Instagram and messenger using adverts which reached over 60,000 users.
20. Personal engagement has been done with Officers and also features as a standing item on the monthly Road Safety User group in Force to which all NPAs attend.

Evaluation and Learning

21. The Policy has been effective in giving Officers a robust process on which to base their decision making and there have been no complaints as a result of the E-Scooters seized
22. The introduction of a recording system via Niche may have had more of a negative impact had this been available via Pronto. However, this is due to be improved in the near future.
23. The social media campaign has shown that engagement using a variety of methods and adverts is effective at addressing a target audience. The effects of this on overall collision data however remain to be seen
24. Officers reported difficulties in being able to safely pursue E-Scooters due to the versatility of the machines and trying to stop using a Police vehicle is not necessarily effective.

Next Steps

25. We remain in limbo somewhat with the Government's announcement on legalisation, but no time limit has been given in respect of this. Further clarification is being sought from LCC whether they are considering adopting E-Scooter trials.
26. Continue statistical data collection and review of RTCs involving E-Scooters with any themes to be considered and appropriate Road Safety measures to be put in place

27. Consider pro active operation to address E-Scooter usage with further Social media Seasonal campaign from the Road Safety Partnership.

Implications

Financial: None

Legal: None

Equality Impact Assessment: Not required

Risks and Impact: The risks of E-Scooter usage are a National issue

Link to Police and Crime Plan: Road Safety, protecting our communities

Communication: Currently via the Road Safety Partnership

Person to Contact

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