

# Independent Disability Advisory Group

Thursday 6<sup>th</sup> April 2023

14.30 – 16.30

Attendees	
[REDACTED]	IDAG Member (Chair)
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
[REDACTED]	D&I Team
Bus 358 ie Tram	
Lucy Arnold	Bus Business Development Manager
George Marcar	Driver Policy & Communications Manager
E-scooter trial update	
Elizabeth Gaden	E-Scooter Trial Coordination Manager
Helen Sharp	E-Scooter Trial Lead
Apologies	
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member

1. [REDACTED]

2. [REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]



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### **3. E-scooter Update**

#### **➤ General comments:**

- Urged TfL not to limit use to subscribers only; first time users may become regular users; thus the first use should be as accessible as possible.
- Noted that while e-scooter usage may be carbon neutral, this does not take account of the environmental and social impacts of their manufacture and the sourcing of materials (especially for batteries).
- Urged TfL not to compromise 'beginner mode' safety regulations in pursuit of increased usership.
- Urged TfL to invest in communicating methods of how the general public can easily report anti-social behaviour as it's likely there is significant underreporting.
- Asked whether serious injuries & fatalities must be reported exclusively by the rider or if there are other ways of capturing this information.

#### **➤ Research**

- Asked if TfL had investigated or adjusted their surveys to better understand the high number of users that declared they were visually impaired.
- At least one member would have liked to have seen more numbers rather than the use of terms such as "many", "most". Also, more information on the demographics of the sample.
- IDAG member keen to see more research, particularly on the behavioural side – the modal shift and attitudes to use.
- Keen to understand more about the scooters themselves, particularly through the lens of sustainability - such as including information as to how many have been damaged, stolen, how long do the scooters last on average when charged etc. Suggested that this information would be informative if included in the final report.

### **TfL Response:**

- TfL are exploring ways to increase ridership without sacrificing user safety.
- Included subsections in newer surveys to try and increase the specificity of people who described themselves as visually impaired, as the number of E-scooter users who declared themselves as visually impaired was surprisingly high – are most of them wearing glasses etc? TfL continuing to collect and analyse data in this area.
- TfL have an incident management process – Network Management Control centre manages the incidents recorded on London's roads, and they collect data from this.
- Final report to be published in May.

4. AOB



[REDACTED]

5.

[REDACTED]