

Transport for London Independent Disability Advisory Group (IDAG) Meeting Notes

Meeting Details

Date: Wed 15th July 2020
Time: 13.00 – 16.45pm
Location: Virtual Meeting

Invited Attendees:

[REDACTED]	IDAG Chairperson
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
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[REDACTED]	IDAG Member
[REDACTED]	IDAG Member

Simone West	Diversity & Inclusion Team
Frances McAndrew	Diversity & Inclusion Team
Karen Venn	Diversity & Inclusion Team

Apologies:

Staynton Brown	TfL Director of Diversity, Inclusion & Talent (D, I & T)
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1. Welcome and Introduction

EQIA update from Simone

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[REDACTED]

[REDACTED]

2. IDAG Review – Reflection

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[REDACTED]

- 1. [REDACTED]
- 2. [REDACTED]
- 3. [REDACTED]
- 4. [REDACTED]
- 5. [REDACTED]

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- 1. [REDACTED]
- 2. [REDACTED]

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3. E-Scooters

Project lead outlined the background

E-Scooter trials to begin this summer across Britain will inform longer-term regulatory changes. Rental e-scooter trials could offer an alternative to crowded public transport or a car-based recovery.

We are working with London Councils and boroughs to coordinate any trial in London - a fragmented approach would create arbitrary borough boundaries for users, reduce the usefulness of e-scooters as a transport solution to COVID and reduce our ability to drive higher safety standards. London is an attractive market for operators – we can leverage this opportunity to drive higher safety standards through a coordinated selection process.

Key points:

12 month trial period

Rental e-scooters approved by DfT only

Area and fleet size to be agreed.

DfT have set vehicle and user requirements, that include no riding on pavements, a driving licence or provisional licence required (= min age 16). The Scooters must have 2 wheels (1 front, 1 rear), with handlebars for steering and seats allowed and the maximum speed is 15.5mph. Operators to provide insurance but training and helmets not required by the DfT.

Minimum requirements could be set and scored to enable us to select the safest and most responsible operators, which includes how the operators plan to ensure safe, compliant parking and user education on safe and considerate riding. Vehicle design and safety features and the option of no-go and go-slow areas with the tech to support. Operator approaches to encouraging helmet use and what their maintenance plans will be. We will also look for other innovative measures they will put in place to improve safety for riders and other road users

IDAG comments with feedback (Project team included)

- Empowering the public to help enforce and mitigate some of the undesirable behaviours, reporting of misuse – will there be a central point of contact?
 - A single point of contact for the public is a good point. We have been thinking about how things can be reported and there are some requirements we have considered in the draft specifications.
- How do you encourage operators to make sure their assets are easily identifiable – something like a licence plate
 - Some operators do have a system that notifies them if a scooter falls over and look at them to share how they can minimise the impact and how they collect these vehicles. The scooters all have GPS and a tracker so they can be notified. Written requirements will suggest that there is a certain timeframe to collect the vehicles and put them back in the right places.

- What conversations have been had about the level of commitment of operators and if any on the ground issues occur for example if they go astray.
 - Asset ID is on all vehicles and they must individually identify these so they can be tracked – though some people are selling stickers on-line.
 - GPS on all vehicles
- Ensure that the scooters have reflectors and a bell – and third party insurance
 - The vehicles do have audible warning and lights and these are requirements in the specifications. DFT does require operators to have at least third party insurance and public liability insurance
- Instability of small wheels on rough roads, drain covers especially at 15.5 MPH speed not just the safety of the rider but the potential to hit pedestrians or cyclists.
 - This is a challenge and something we are working through with the local boroughs
- How does E-Scooters fit in with the mayor's policy on active transport – modal shift from walking and cycling.
 - Evidence walking and cycling are modes that people do shift from when they start to use scooters, some evidence from the USA where there is a different transport culture, we are clear that active travel and maintaining safety are key priorities in this work. E-scooters are an alternative option during the pandemic, and we are deterring people from using their car but will still prioritise walking and cycling
- Sustainability, 12 weeks is the average life span of these scooters – very low in terms of resource and potentially costly
 - Lifespan has been discussed and there is supplier evidence that they are improving, we are writing requirements into our specification to set out the life cycle of the vehicles and to provide data, there will be a monthly review of any items taken out of service. There is also a number of KPIs we are asking operators to meet. If they do meet requirements they can increase their fleet size, for those who breached the requirement could see their fleet sizes decrease.
- The impact of EScooters being dumped or parked on cycle only roads or shared space – who will go around and pick them up if they are dumped elsewhere?
 - Requirements written into the contract that the scooters are regular cleaned, maintained and charged and their location will be collected via the GPS chip. This will all be fed back to DFT.
- Quarter of a million people have already downloaded the E-scooter app in London so already shows the popularity in just a short time.
- Helmets are not legally required but the need for helmets being shared and though not possible now unless we look at disposable paper inserts that can be fitted into a helmet.
 - DFT decided not to make them mandatory as per the cycling. We have factored in helmets and some boroughs have concerns of the mandatory sharing of helmets, the paper covers idea could potentially be one way we do that.
- The safety, resilience and psychological impact e-scooters will have on disabled people. What information is collected during the trials and information about the impact on disabled people? Need to measure the impact on disabled people.
- Concern where they are used on the cycling infrastructure and shared spaces in particular pedestrian and cyclist shared spaces and this results in visually impaired and older people having no go zones.
- Helmets, a report in Toronto said that the injury risk is higher if you are riding a scooter vs a cyclist up to 50% tend to be head injuries and 15% traumatic brain injuries – if nothing else you need to focus on that in your selection process

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