

Appendix B - Consultation

As the E-scooter trial for the west of England is being managed by WECA, consultation on the proposed expansion of the on-street operating areas was focussed on the existing WECA stakeholder group which was set up to scrutinise / input into the Department for Transport e-scooter trial.

The stakeholder group comprises representatives from a number of organisations including those representing people with disabilities and older people

A summary of the expansion proposals was sent to 24 representatives and four responses were received. The relatively low response rate is likely to be attributable to the proposals having previously been outlined and discussed at a WECA stakeholder group meeting shortly before the consultation.

The main issues of concern for the Stakeholders are hazards relating to pavement parking, and poor rider behaviour as well as some inherent issues with electric vehicles which because of their low noise can cause issues for people with hearing loss.

All responses referenced the problems that pavement parking of rental scooters cause to a wide range of people, particularly those with mobility issues or sight loss. The main issues being unsuitable pavement parking locations, over-crowding of parking locations, and the numbers of e-scooters parked outside of permitted areas – all of which cause hazards and inconvenience to pedestrians and are a barrier to the safe movement of people, particularly more vulnerable people.

There was a consensus that parking for rental schemes should be located on the roads and not on pavements, particularly as e-scooters are classed as motor vehicles.

The comments related to the e-scooter trial overall and were not limited to the proposed expansion area, although there was concern that the current parking model was being extended before any on-road parking options had been implemented.

Generally, respondents would only be supportive of the expansion provided that on-street parking is implemented and evaluated during the remaining trial period, and that this parking replaces parking hubs located on pavements.

There were also calls for the tightening of the Council's parking standards applied to e-scooter footway parking locations, and for the e-scooter operator to be made to adhere to them.

Other parking comments related to a lack of enforcement of people who park e-scooters incorrectly, and the lack of timely response from the e-scooter operator in removing incorrectly parked scooters, and a lack of enforcement of poor rider behaviour.

More general comments related to concerns over the absence of environmental benefits from the e-scooter scheme – particularly the number of e-scooter trips that have replaced journeys that would have been made by walking, cycling and public transport. Concerns were also raised about the environmental impacts of batteries.