

Divisions affected: *All in Oxford*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 23 JUNE 2022

OXFORD: E-SCOOTERS – PROPOSED TRAFFIC REGULATION ORDERS TO FACILITATE EXTENSION OF DEPARTMENT FOR TRANSPORT TRIAL SCHEME

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve making permanent the provisions of the current experimental traffic regulation orders allowing e-scooters as approved by the current Department for Transport trial to be treated as pedal cyclists in respect of bus lanes and other traffic restrictions within the Oxford area.

Executive summary

2. This report presents responses received to the statutory consultation on the provisions of the current experimental traffic regulation orders allowing e-scooters as approved by the current Department for Transport trial to be treated as pedal cyclists in respect of bus lanes and other traffic restrictions within the Oxford area.
3. Having considered the responses made the report recommends that traffic regulations that allow for the trial are made permanent, to allow the trial to continue until its current intended end in November 2022.

Financial Implications

4. The trial will continue to be operated via a concession-based contract with service provider Voi. All direct running costs and infrastructure associated with the trial is required to be delivered by Voi. It is therefore anticipated that there will be limited financial implications for the Council other than a modest amount of core staff time. Subject to the outcomes of the trial and any relevant government legislation any subsequent e-scooter scheme overseen by the county council is expected to be subject to future decision reporting in line with the Council's Gateway and Financial Approvals Framework.

Equality and Inclusion Implications

5. It is acknowledged that there are potentially adverse impacts on the protected groups and characteristics under the Equality Act 2010 (in particular people with disabilities). As part of the formal consultation process, feedback from vulnerable groups has been received (summary available in annex 1). The proposal has had input and been discussed with the 'Inclusive Transport and Movement Focus Group' facilitated by Oxford City Council.
6. Further engagement and consultation with inclusivity groups will be undertaken by both the county council and Voi where appropriate throughout the remainder of the trial to address any issues.
7. Officers have updated a formal Equalities Climate Impact Assessment (ECIA) of the proposed trial. Potential impacts may continue to arise from the trial. A full ECIA has therefore been undertaken and updated (see annex 2).
8. Risks to the following groups with protected characteristics need to be carefully reviewed disability/ age. Disability: One of the main risks identified is the possibility of poorly parked e-scooters (pavement clutter) presenting trip hazards to blind or partially sighted individuals. Mitigation: Formalised parking zones for e-scooters together with a demerit-based system for poor parking has worked well to-date. 90% of e-scooters are currently reported as being parked in a tidy fashion. It is also identified that the current e-scooters are typically only suitable for use for those who are able bodied. Mitigation: Legal definitions for what constitute an e-scooter, currently restricts options for adapted e-scooters. However, officers will continue to discuss with Voi about options for delivering more inclusive e-scooters. Sensitivity is required where users might be reliant on existing mobility aids. For example, it is not considered suitable to promote e-scooters as a potential alternative form of mobility aid in such circumstance.
9. Age: Individuals under the age of 18 as well as those not holding a provisional license or greater are restricted from accessing the service so may feel unintentionally excluded from the service. Mitigation: This risk is accepted. E-scooters require users to have a provisional driving license. A level of road user competency and experience for users is considered strongly desirable

Sustainability Implications

10. To-date the trial is estimated to have replaced 97,463 car journeys and saved 50 tonnes of CO2. Approval of permanent orders for the trial will continue to encourage the use of a sustainable transport modes and help support the delivery of wider transport initiatives, across the Oxford area.

Background

11. Oxfordshire County Council has facilitated a public hire e-scooter scheme in Oxford since February 2021. The trial operated under a concession contract

by independent micromobility firm Voi, has been licensed by the Department for Transport. It is part of a wider national trial involving numerous other local authorities.

12. A phased expansion of the trial across the city was developed over the period to Autumn 2021. The trial currently covers the whole of the Oxford City administrative area and has a working fleet size of between 600-620 on-street vehicles. Complementing an on-street 'turn up and ride' is a long-term rental service, launched in April 2022.
13. Summarised stats from the trial to-date;
 - Total rides to date: 305,000
 - Total km ridden: 680,000
 - Total unique accounts: 34,000
 - Rides taken on our discounted passes (Voi 4 All, Voi 4 Students, Voi 4 Heroes): 30,000
 - Average parking compliance: 90%
14. Under approval from the Department for Transport, the trial has been extended on two occasions already and is currently due to come to an end in November 2022. At the end of the trial a full evaluation of the trial will be undertaken.
15. The trial is currently legally allowed for through a series of Experimental Traffic Regulation Orders (ETRO's). The first of these ETRO's is due to expire on August 11th 2022. To allow the trial to legally continue on the local highway through to the planned end in November 2022, these ETRO's are required to be made permanent. Redrafting of the permanent order can subsequently be undertaken if, after November 2022, there is a national or local decision to prevent e-scooters from using the highway.
16. If the ETRO orders are not made permanent the current trial will cease to be functional from August 11th 2022. It remains illegal to operate private e-scooters on the public highway.

Consultation

17. Formal consultation on the following experimental traffic regulation orders started as shown in the table below:

Scheme	Start Date
E-scooter 1. Headington area	11/02/2021
E-scooter 2. Eastern Arc area	29/03/2021
E-scooter 3. Central area	21/05/2021
E-scooter 4. Northern area	02/09/2021

18. Ahead of their coming into force a notice for each scheme was published in the Oxfordshire Times newspaper, and then on coming into force an email was sent to statutory consultees & key-stakeholders, including: Thames Valley Police,

the Fire & Rescue Service, Ambulance service, Local Bus operators, Oxford City Council, all County Councillors responsible for an Oxford City divisions affected by the trial, and all Oxford City Councillors.

19. 215 responses were received during the course of the various consultation, comprising of: 96 objections (45%), 59 expressing concerns (27%), 57 expressions of support (27%), and 3 expressing no comment or no objection.
20. The responses are shown at **Annex 1**, and copies of the original responses are available for inspection by County Councillors.
21. Key concerns raised by those objecting to the experimental traffic regulation orders together with an officer response are set out in table 1.

Table 1 – Summary of consultation concerns and officer response

Summary of concern raised	Officer response
That parking locations for e-scooters are often unsuitable and create obstructions for pedestrians	All designated parking bays have been carefully reviewed and approved by county council network officers. The assessment considers suitable minimum footway widths are provided, that locations are safe and that access to private and/or public facilities or properties is retrained. Where parking sites have been found to be inappropriate, they have been removed from use.
That high demand for some parking spots means that there can be an overspill of e-scooters	It is recognised that this can be an issue with some popular parking sites. Where this is the case capacity limits have been imposed on parking spaces.
Concern about impacts on disabled groups and the elderly	Recognised that there are concerns for these groups. These concerns and mitigation measures are addressed in the Equality Impact Assessment (Annex 2). Voi have worked with the RNIB on the design of parking stands to make sure they are suitable for those with visual impairments. Based on reported incidents through the trial to-date officers are not aware of any elevated reported issues involving either disabled or elderly groups.
That there is under-age riding	A driving licence verification system provides a robust system for verifying the age of users. Throughout April and May '22 there were no formal reported incidents of under-age usage
That there is pavement riding	E-scooters are prohibited from using the footway however it is recognised that a low level of pavement use on trial e-scooters does occur. Geofencing of vehicles helps to restrict inappropriate use. Voi also have a strike system for those reported for pavement riding and other anti-social behaviours while using

	their e-scooters. Based on the number of reported incidents, officers are comfortable that pavement riding is not currently a significant issue for the trial.
Twin riding	Trial e-scooter users are prohibited from twin riding. Voi have a strike system for those who are reported for twin riding and other anti-social behaviours while using their e-scooters. Reported data suggests twin riding is not currently a significant issue for the trial
Reckless usage of users/ not sufficient training	Those caught using the trial e-scooters in an anti-social manner are subject to a series of 'strikes' culminating in a permanent ban from the service. There is a mandatory online training course for users of the trial which is tailored to issues which are locally prevalent
That Voi e-scooters give a legitimacy to use of private e-scooters	Private e-scooters are illegal to use on the highway. The Voi e-scooters – coral red - are visually different to many private e-scooters. Data and feedback collected through the trial, is being used to inform national led decisions regarding the legalisation or not of private e-scooters
That the e-scooters are only suitable for use for those who are able bodied.	It is recognised that the layout of e-scooters could be restrictive for those with compromised mobility. Legal definitions for what constitute an e-scooter, currently restricts options for adapted e-scooters. Officers will continue to discuss with Voi about options for delivering more inclusive e-scooters. Any new e-scooter model would be required to be approved by the DfT for public use. Where users might be reliant on existing mobility aids, it is not considered suitable to promote e-scooters as a potential alternative form of mobility aid
Helmets for users should be mandatory	Similar to current requirements for cyclists, helmet use is encouraged but not mandatory. This is considered appropriate at the current point given the speed/ usage of e-scooters is comparable to cyclists.

27% of those responding to the consultation indicated support for the trial. A summarised view of supportive comments of the trial were that;

- E-scooters represent a sustainable transport mode that should be supported
- That the quality of the e-scooters were good that that they are not considered to be dangerous to use
- That they offer a direct and efficient mode of travel

Bill Cotton
Corporate Director, Environment and Place

Annex 2: Equality and Climate Impact Assessment

Contact Officers: Tim Shickle 07920 591545
Rob Freshwater

June 2022

RESPONDENT	COMMENTS
<i>A. Email Responses.</i>	
(1) Traffic Management Officer, (Thames Valley Police)	Whilst have no significant concerns about fleet size, do have concerns about service being used in evening period with users potential risk of e-scooters users being under the influence. This would be a concern if the current operating hours were to be considered for extension..
(2) Local group/organisation, (OXTRAG)	<p>Concerns – Oxfordshire Transport & Access Group (OXTRAG) is very concerned about the dangers of electric scooters to disabled people, particularly to the visually-impaired, and also to those who walk with difficulty and could lose their balance when surprised by a scooter passing close to them.</p> <p>The speed of the electric scooters is currently limited to 15mph. That should be reduced to 10mph for the safety of riders and nearby pedestrians. It is illegal for scooters to be ridden on footways; there should be better enforcement of that.</p> <p>Parked scooters are a hazard for visually impaired people. They would not be if the parking areas were better located, more easily seen, and surrounded by hazard-warning tactile paving. Also, markings for scooter parking areas should be clearer, and should be refreshed when they start to become faded.</p> <p>As an alternative to hazard-warning tactile paving, a high-visibility panel, similar to those used in St Ebbe's in central Oxford, should be erected on each side of the scooter parking bay. In that case, tactile paving will still be needed across the end of the parking bay.</p> <p>Unfortunately, many of the scooter parking areas are located on the most natural path for pedestrians, so they have to deviate to go round the scooters. Sometimes, when too many scooters are parked at a location, scooter-parking extends outside the marked area.</p>

	<p>We would be interested to know what discussions your officers have had about scooters and the parking of them with the Oxfordshire Association for the Blind, and with the County Council's Sensory Support Team which I understand is led by John Fearn-Webster.</p> <p>Please could you arrange for appropriate measures to remove the hazards, and for the scooter hire company to be required to limit the speed of scooters to 10mph and to move more quickly any scooters that are not parked fully within the parking area.</p>
(3) As an individual, (Oxford)	<p>Object – concerned about the impact of e-scooters on disabled and blind groups and wants the trial stopped Does not understand why more wider consultation was not undertaken before the trial implemented Does not think the scheme is safe (note his personal interactions seem to have been with private e-scooters not the public hire ones) Does not agree that the county council should work with a private operator on the scheme</p>
(4) As an individual, (unknown)	<p>Object - I object to any trial or legalisation of E-Scooters.</p>
(5) As an individual, (Oxford, Lime Walk)	<p>Object - These scooters are a nuisance. You have put them right opposite our house and they are blocking the pavement. They are an obstruction. What's more, noise and ASAB has increased since they were placed there (without any consultation with us or with other residents). I cannot believe the Council has authorised their use while we are still in lockdown, which seems to me to be completely irresponsible.</p> <p>I would like to ask for them to be removed at once from that corner of Lime Walk and All Saints Road. It's simply not an appropriate place to deposit a bank of large scooters. (And it's not an appropriate time to have launched the scheme at all.)</p>
(6) As an individual, (Oxford, Oxford Road)	<p>Object - I would like to object to the E-Scooters that are placed in Oxford Road, Old Marston. The reason being that there are young children under the age of 17 using the scooters. The reason being the children are not using them in a manner that under the Highway Code would not be deemed as being unsafe and irresponsible Driving from Mill Lane onto the Oxford Road I followed a young lad all the way up to the Mortimer Hall, the boy then decided to cross the road in front of me without even looking over his shoulder to see if there was any oncoming traffic. Fortunately as</p>

	<p>a driver I have witnessed many near misses with school children and adults using the scooters without any consideration to other road users, alongside wearing EarPods, no-doubt in both ears and unable to hear traffic behind them.</p> <p>This is also a problem in Summertown with the school children who have no consideration or thought to anyone using the pavement, especially when there are older persons using the pavement, who would not be able to get out of there way. As I am sure you are already aware we have quite a few people of an older generation in Marston and at least 10 mobility scooters, it is not safe for the e-scooters to use the pavements, as I am sure that you would agree.</p> <p>I was under the impression that e-scooters were not supposed to be used on the pavement, however there seems to be no-way of checking the age of the users. From what I have witnessed these children are to young to be using them anyway and seem to have very little or no road sense at all. For their safety something should be done to check the persons using them. From a drivers point of view, if any persons were injured even if it was their fault you would never forgive yourself.</p>
<p>(7) As an individual, (Oxford, Junction Road)</p>	<p>Object - E-scooters hired under this Trial should not be considered in isolation from those privately owned. They are all e-scooters no matter from which source they are obtained.</p> <p>I have witnessed many instances of the dangerous use of e-scooters both privately owned and hired under the approved rental scheme.</p> <p>There are now many privately owned e-scooters, some by adults and quite a few by children under 17. I have seen many weaving at speed from pavement to road, between pedestrians on pavements and moving vehicles on roads. Riders of hired vehicles are guilty of the same wrongdoings.</p> <p>Pavements are for pedestrians. Walking to work along the pavements of Cowley/Oxford Roads I have to contend with cycles and e-scooters whizzing soundlessly past/towards me and often have to step aside. Other pavement users at this time in the morning are mothers with babies in buggies/children walking on their way to nursery/school. Cycles and e-scooters are not using the designated cycle lanes now considering them more unsafe because of the increased traffic on these roads as a result of the local LTNs.</p> <p>Privately owned e-scooters do not have licence plates, consequently difficult to trace, and are capable of speeds of 20mph. It is illegal for them to be ridden on public roads, cycle lanes, in parks or on pavements and can only be ridden</p>

on private land with the landowner's permission. Even though hired e-scooters have some kind of numbering they, and privately owned ones, can easily motor away from minor accidents.

I have seen children under 17, some as young as 12/13, hiring e-scooters from various sites. I wonder how they are able to circumvent the requirement of a provisional/full driving licence.

I am not aware that formal training, including the Highway Code, is given in the safe use of e-scooters whether they are privately owned or hired. This should be a mandatory requirement for all, including cyclists.

I have never seen an e-scooter rider wearing the recommended protective head gear, neither actually do many riders of pedal cycles. This should also be a mandatory requirement for both these riders to be permitted to ride them.

The e-scooter is specified/designed for one rider only. Many times I have seen two riders on both privately owned and hired e-scooters (two adults/teenagers, one adult and one child, two children). They seem to be having a fun time riding aimlessly about, obviously unaware of their surroundings, with this new mode of transport which they now have easy access to.

I do not understand how e-scooters can be considered the same as pedal cycles – e-scooters have an electric motor (ie a motor vehicle and as such are subject to the same legal requirements as any motor vehicle) the other uses pedal power. Granted a pedal cycle can reach up to 15mph and more, but the seated rider seems to have more control over braking/manoeuvring whereas the standing/unbalanced position of the e-scooter rider does not seem to have that control. A low driving speed can cause serious injury or death.

One final point – “a car driver would be held responsible for any collision with an e-scooter on roads”. From my observations the responsibility/blame would lie squarely with the e-scooter rider.

All of the above convince me that there are many traffic and serious road safety issues with e-scooters, including public safety which is paramount, and these must be addressed. Any regulations (loopholes will be found in these) and enforcement (lack of manpower will make this very difficult) that are brought in will not result in e-scooters being safe. I know that there have already been injuries and fatalities in the UK (the most heart-rending is the death of a 3 year old girl in a London park) from the incompetent use of e-scooters and that these statistics are rising.

Consequently I do not support the E-scooter Trial, neither do I support privately owned e-scooters. They are dangerous modes of transport and must be seriously reviewed.

<p>(8) As an individual, (Oxford)</p>	<p>Concerns – Just when I thought the initial excitement and bad behaviour on Voi trial e-scooters was calming down, we have a new e-scooter docking bay installed outside the equivalent of a 6th form college at the end of London Place OX4 and a whole load of new e-scooter recruits think it's great fun to ride up and down our pavement on them. It is the worst possible place to site the bay since it leads naturally and most easily onto the London Place pavement rather than on to a road or cycle way.</p> <p>Please Voi could you re-site this bay to remove this temptation to cycle straight onto the pavement? And could you look into who is hiring from that location? Some of the kids do not look old enough to qualify either for a driving licence or therefore for a scooter. They are using London Place pavement as their training school at all hours of the day and night. One child rode up and down the pavement for about half an hour last week at peak evening commuting time, dodging in and out of the other pavement users. It was reckless and dangerous. Some riders have been seen with a passenger and some have also woken neighbours up by riding up and down and making a lot of noise well after midnight.</p> <p>We need more oversight and monitoring of what users are actually doing with these scooters. The trial documents state that there are penalties and that riders can be monitored and banned for misusing the vehicles and yet I see them being ridden on pavements most days - and they are definitely Voi scooters not private ones.</p> <p>Has anyone in Oxford been banned yet?</p>
<p>(9) As an individual, (Oxford, Temple Road)</p>	<p>Concerns - this is masking the growing number of privately owned, illegal, E scooters in the city.</p> <p>Could you ask whether the police have any intention of dealing with privately owned electric scooters on public roads and pavements? These are being ridden at excessive speeds, sometimes with two people onboard and occasionally being used by minors I stopped a pair of PCSOs to ask why there doesn't appear to be any attempt to deal with this and, with a shrug, they replied "there's too many of them." When the dark, wet evenings arrive soon, there are likely to be many injuries due to the tiny rear lights at road level and the insistence of most users in wearing dark colours.</p> <p>I fear that some of these scooters won't reach the necessary safety standards and, from an engineering viewpoint, there will be issues with inadequate brakes, tyres and lighting, but they are very cheap and that's the attraction.</p> <p>It doesn't seem a very sensible approach to a rapidly growing problem to use the excuse that there are a lot of them therefore we'll do nothing.</p>

<p>(10) As an individual, (Oxford, Binswood Avenue)</p>	<p>Concerns - I am a pedestrian. I walk or take the bus. I do not ride a pushbike or drive a car. If I were younger I might find an e-scooter attractive to ride.</p> <p>However, if ridden without care and on the pavement they are a menace. I have been alarmed by e-scooters overtaking me on the pavement. I have seen young people doing wheelies on the pavement at the top of Windmill Road, very impressive technically but making it impossible to pass. I have found e-scooters blocking the pavement outside Corpus Christi church.</p> <p>I don't know how one can regulate the exuberance of youth for the safety of pedestrians. Cyclists have been riding on the pavement for years, particularly to avoid the one way system of Stile Road etc. Escooters, being faster and quiet will be more dangerous.</p>
<p>(11) As an individual, (unknown)</p>	<p>Concerns</p> <ol style="list-style-type: none"> 1) Most riders are young men, who probably don't yet have a car. They are not therefore replacing trips by car. Perhaps they are replacing trips by bike. It is important to note this and to be accurate about reasons for spending money on this scheme. 2) I have noticed only few problems. A few do cruise along the pavements but seem cautious and courteous. I hope they notice disabled/blind people who may not be able to dodge. 3) They do seem rather fun.
<p>(12) As an individual, (unknown)</p>	<p>Concerns - The purpose of this email is to report an incident of dangerous escooter use which took place at approximately 21.30 on 29 December 2021 on the pedestrian crossing across New Road in front of the Register Office in Oxford City.</p> <p>A young man rode an escooter across the pedestrian crossing towards our family group as we waited for the traffic lights to change. He was coming from the Register Office side; we were waiting on the Worcester Green side. He lost control of the escooter and jumped from it part way across the road. The scooter almost hit my 10 year old daughter, but she jumped aside and it hit the traffic lights instead. The rider, still propelled by the momentum of his ride, also nearly hit my daughter, but instead landed in a heap near the escooter. It was sudden and it was</p>

	<p>frightening. My daughter was lucky not to be hurt. I am firmly against a permanent adoption of the voi scooter scheme in oxford. At that time in the evening they will quite obviously be used in irresponsible ways.</p> <p>I should be grateful for my view to be included in the consultation, please, if possible.</p>
(13) As an individual, (unknown)	<p>Support - I support such scheme as the council is trying to making it harder and harder for people to drive around the city making life more difficult.</p> <p>I feel the scooters needs to go slightly faster because the lack of speed makes them more dangerous when riding in the road/ cycle lane. It is difficult to indicate as you need your hand on the accelerator to move forward and therefore unable to indicate to turn like when you are on a bike.</p>
<p><i>B. 'Lest Talk' Online Responses: [29/09/21 to 29/03/22]</i></p>	
(14) Local County & City Cllr, (Jericho & Osney)	<p>Concerns - I've had a complaint from a business in Frideswide Square, objecting to the location of the scooter park on the south side of the Square. It's in the way and it attracts people who hang around there.</p>
(15) As an individual, (Bicester, Charlotte Avenue)	<p>Object - Although the experimental scooters have been set to a low setting and other scooters are banned on public highways, the reality is that they are nonetheless often used on such highways, including in Oxford. They are dangerous and there have been a number of serious injuries and fatalities to small children in London and elsewhere, which could also happen to the elderly or disabled. Given the complete lack of policing as to their use and the lack of any other regulation, such as training or safety requirements, the experiment should not proceed further. People should use bicycles or standard self-propelled scooters instead.</p>
(16) As an individual, (Botley, Eynsham Road)	<p>Object - Scooters should not be limited to companies associated with local authority, private scooters should also be legal. I drive around the city daily as a job and as a rough guide 7 out of 10 scooters are illegal privately owned. Seems scooters are only available in or near the city centre or social housing estates. I would use one daily but I would have to walk almost 60% of my commute to find one plus you can't guarantee that there is always a scooter available on a daily basis. Lastly there is absolutely no policing of scooters in or around Oxford for those people that chose to use the foot paths or use privately owned scooters.</p>

<p>(17) As an individual, (Cowley, Fairfax Rd)</p>	<p>Object - Dangerous not enough enforcement, no personal protection for riders and pedestrians</p>
<p>(18) As an individual, (Cowley, FAIRFAX ROAD)</p>	<p>Object - these scooters area unregulated ,driven by people on roads and pavements , these are untrained people , no insurance and no licence..... There will soon be a fatality</p>
<p>(19) As an individual, (Cowley, James Wolfe road)</p>	<p>Object - Dangerous on the roads, no respect for vehicles, hopping off the pavements into the flow of traffic, causing vehicles to brake. They are also expensive for what they are to use. They are dumped on the pavements causing obstructions for blind/ disabled people. It makes the area look a mess, no respect again for the highways</p>
<p>(20) As an individual, (Cowley, Normandy Crescent)</p>	<p>Object - the use of these scooters are not being monitored. Many time I have seen parents and their little one ride. Neither wear helmet nor high vis clothing. They take up so much space (ride up the middle of the road, to avoid pot-holes or badly maintained road that are cracking up) . Some riders think it is a joke to piss off other users on the road. GET RID OF THEM BEFORE ONE DIES</p>
<p>(21) As an individual, (Cowley, Weymann Terrace)</p>	<p>Object - Dangerous</p>
<p>(22) As an individual, (Didcot, Churchill Road)</p>	<p>Object - Footpaths and footways are already dangerous enough with electric buggies for the lazy or infirm.. Let alone having very 'ungreen' electric scooters whizzing around, just go and see their effect in Paris!! There are a few local kids who use them and the police are powerless. People should WALK or use Bicycles (especially considering the public money spent on 'cycle paths and 'cycle traffic management schemes.. Electric 'bikes' are toys for the rich and just a business oportuntuy not for the public good.</p>
<p>(23) As an individual, (Headington, Lime Walk)</p>	<p>Object - No control, or enforcement, dangerous to other road users and pedestrians.</p>

<p>(24) As an individual, (Headington, Wharton Road)</p>	<p>Object - They are often ridden carelessly, dangerously and inconsiderately. They create obstructions to the pavement when parked. They do not solve any real transport problems, but create them.</p>
<p>(25) As an individual, (Headington , Latimer Road)</p>	<p>Object - Witnessed numerous illegal riding on e-scooters and near misses to pedestrians on pavements. Also regularly see adults with children riding pillion.</p> <p>No longer feel safe when walking asthese machines are speeding by so close to us.</p> <p>Complaints to VOI haven't been acted upon as far as I know, even when given full description of location, direction and times.</p>
<p>(26) As an individual, (Headington, Staunton Road)</p>	<p>Object - The pavements are made unsafe by e-scooters. This is due to their speed of travel. I have witnessed many e-scooters travelling at their maximum speed, particularly along Headley Way, when the pavements are busy with pedestrians and cyclists. Over the past few years, pedestrians have been adjusting to the dual cycle/pedestrian pathways. It is an easy mistake to find yourself on the wrong side of the path! Few cyclists ring their bell to warn you they are coming. Motorised vehicles on cycle paths make us feel even more unsafe! Pavements should be reserved for pedestrians and, where reasonable, for un-motorised bikes. Thank you for this opportunity to give feedback.</p>
<p>(27) As an individual, (Marston, Horseman Close)</p>	<p>Object - Pedestrians are at risk. They go too fast, you can't hear them coming and the police do not stop anybody misusing then.</p>
<p>(28) As an individual, (Oxford, Badgers Walk)</p>	<p>Object - E scooter are not safe. Helmet shall be compulsory. Speed limit reduced</p>
<p>(29) Local group/organisation, (Oxford, COLTA)</p>	<p>Object - Additional problem to the congestion issues in oxford. They are a danger on the roads</p>

<p>(30) As an individual, (Oxford, Campbell Road)</p>	<p>Object - E-scooter are dangerous, people ride on the pavement, or if they ride on the road they do not always obey highway rules, as a car driver I find them difficult to see as they weave in and out traffic and speed along on the inside lane, riders do not wear helmets - they think highway rules do not apply to them, they do not respect pedestrians, they do not wear hi viz clothing and are difficult to spot - as a cyclist i find them also dangerous for all the above reasons</p>
<p>(31) As an individual, (Oxford, Catherine street)</p>	<p>Object - They are a disaster, causing a lot of dangerous and reckless e scooter riding</p>
<p>(32) As an individual, (Oxford, Edgeway Rd)</p>	<p>Object - As a pedestrian, cyclist and driver in Oxford, I have repeatedly encountered highly dangerous situations involving e-scooters, leading me to conclude that Government and Council's policy of promoting e-scooters increases a serious menace on the streets and pavements.</p> <p>Quite aside from what the rules surrounding e-scooter use may technically be, in actuality there is no commonly accepted ethic for their use, no commonly accepted practice for their use, no common understanding of how best to use them, and consequently a serious degradation of road safety where e-scooters are present.</p> <p>More than once, as a pedestrian I have very nearly been hit by an e-scooter travelling at speed and not observing ordinary traffic rules.</p> <p>Just yesterday whilst driving I experienced a characteristically dangerous situation involving an e-scooter. When approaching a busy intersection where I was about to turn left, I observed an e-scooter travelling at speed alongside me, on the adjacent pavement, at speed. Pedestrians on the pavement will have been seriously endangered by that e-scooter. Then, making matters worse, just as I was about to execute my left-hand turn, the e-scooter suddenly came off the pavement and entered the flow of vehicular traffic. Had I not suddenly adjusted my own direction, there would have been real risk of my hitting that e-scooter by simply and normally turning left. This was in an area with numerous moving cars, foot traffic, and cycle traffic on bike lanes. All cars, pedestrians, and cycles were peoceeding safely. Predictably it was the e-scooter that introduced chaos to the situation.</p> <p>It is not good enough to put these dangers down to individual failures to follow existing rules. The fundamental problem is broader than that, and is not merely individual.</p> <p>From experience I can only conclude that e-scooters do not belong in traffic because there exists no ethic and system for their safe introduction to the roads, and because we lack sufficient public resources and will to undertake the major</p>

	<p>police and educational efforts that would be needed in order to create such an ethic and system.</p> <p>Anyway, in Oxford cycles are far better.</p>
(33) As an individual, (Oxford, Henley Av)	Object - Deeply concerned that they are all but invisible at night, lack of regulation on wearing helmets.
(34) As an individual, (Oxford, Henley Avenue)	Object - These things are often ridden on the pavements, I have been almost hit many times, they are very dangerous.
(35) As an individual, (Oxford, Hollow Way)	<p>Object - The parking areas on the pavements are causing an obstruction and are dangerous. For example, the one on corner of Horspath Road, Brasenose Driftway is nearly taking up the whole width of the footpath making it dangerous for pushchairs and small children on small manual bicycles/scooters who have to squeeze past and go near the kerb.</p> <p>Also, the speed at which e scooters zoom along the pavement is dangerous and they are going to crash into me one day.</p>
(36) As an individual, (Oxford, Horspath Road)	<p>Object - Generate electronic waste Clutter the streets Users do not ride them safely - there are two people per scooter, swerving between cycle lanes and footpaths, often without lights when it is dark</p>
(37) As an individual, (Oxford, Jack Straws Lane)	Object - These vehicles are unsafe and downright dangerous for other road and pavement users, speeds are often more than 15 mph, drivers ignore road safety measures and people should be encouraged to walk or cycle rather than using these machines
(38) As an individual, (Oxford, Kennedy Close)	Object - E-Scooters do not fit in to the traffic infrastructure and are inherently dangerous, due to: a) Inability to signal direction b) Are unstable compared with, for example, cycles. c) On the whole ridden by people who have no road sense. d) Environment impact of extracting the lithium for the batteries is huge e) Encourages, and provides a mask for those wishing to ride privately owned e-scooters illegally.

<p>(39) As an individual, (Oxford, Kennedy Close)</p>	<p>Object - Dangerous to user and pedestrians alike. They are ridden on pavements with little consideration to pedestrians. Users never wear helmets. One will get killed soon. Only young kids are interested in using them, anyone over 18 has more sense. No good if infirm. Dubious environmental enhancing credentials, especially dubious origins of the battery raw materials.</p>
<p>(40) As an individual, (Oxford, Marston Road)</p>	<p>Object - The pavements in many areas (especially the city centre) are now filled with scooters, making them impassable for pedestrians. I do not object to the scooters in themselves, but they should be parked on the road rather than the pavements.</p>
<p>(41) As an individual, (Oxford, Outram Rd)</p>	<p>Object - They are very able-bodied green transport solution. I hope the OCC realise this. You are just fulfilling the need for younger and able people. When there were e-bikes available to hire, at least you could sit down on those which are more suitable for people with limited mobility or balance problems etc. Why don't you have e-scooters with seats available? That way I could e-scoot to the city centre. It would solve my problem of having my local bus cut and being unable to walk the 15 minutes to my bus stop. I have Postural Orthostatic Tachycardia syndrome. If I stand still on a scooter, I am at risk of dizziness. So will your insurance cover me if this happens on an e-scooter?</p>
<p>(42) As an individual, (Oxford, Pitt's Road)</p>	<p>Object - These vehicles have no sound. The users have no training. As pedestrians we are vulnerable as they fly along pavements and we cannot hear them. As motorists these scooters pose a hazard as they weave in and out of traffic. They are unsightly and clutter pavements which cause an obstacle for visually impaired people. They pose increased risk to vulnerable people - hearing impaired, visually impaired disabled and children. Are they even insured if they are involved in accidents?</p>
<p>(43) As an individual, (Oxford, Rewley Road)</p>	<p>Object - E scooters will take no cars off the streets. The only people who might use them would do so for leisure purposes. If you needed to get to work, to carry shopping, or were too infirm to cycle you would definitely not use one. They are just a menace to other road and pavement users.</p>

<p>(44) As an individual, (Oxford, Ridley Road)</p>	<p>Object - Needs enforcing and therefore funding. Under 16s are using them, they are being used on pavements, they are not obeying road rules. There is little or no policing making them dangerous.</p>
<p>(45) As an individual, (Oxford, Rutherway)</p>	<p>Object - They are very dangerous when I'm on my bike. They often have 2 people on them they don't look when they turn and they cause me on my bike to have to go into the traffic.</p>
<p>(46) As an individual, (Oxford, St Anne's Road)</p>	<p>Object - One of my friends was nearly killed by a e-scooter on a pavement. There are numerous examples of riders on pavements and double riding but the reg numbers are too small to see and report</p>
<p>(47) As an individual, (Oxford, Stockmore St)</p>	<p>Object - Majority I see are irresponsible and frightening to pedestrians and drivers alike. Previous "experiment" was during lock-down with hardly any traffic or pedestrians</p>
<p>(48) As an individual, (Oxford, Warneford Road)</p>	<p>Object - Many users display poor lack of road sense and do not comply with the the Highway code e.g. go through red lights, no signalling. A number of riders take passengers and ride on the pedestrian footpaths both of which I understand is illegal. I have not seen one use a helmet, although I understand users are meant have a license and comply with the Highway Code. they appear to see them as a bit of fun to which normal rules of the road do not apply.</p>
<p>(49) As an individual, (Oxford, Weymann terrace)</p>	<p>Object - Use of private scooters is illegal - why should rental be different ? Or is the council getting a kickback from the rental firm ?</p>
<p>(50) As an individual, (Oxford, White Road)</p>	<p>Object - The scooters are dangerous, there are no checks made to see if riders have a licence, Youngsters are seen riding them sometimes carrying a passenger. Are they subject to RTA laws the same as any other road users such as motorcyclists and car drivers? The weave in and out of traffic with no consideration for other road users and also are being used on pavements with no consideration for pedestrians. Then when a rider either seriously injures a pedestrian or is seriously injured himself by collided with car/ van/ bus the age old saying will be mentioned by the council or other authorities that " lessons have been learned" More checks and stops need to be done on these and the illegal ones on the road. They should not be allowed once the trial period has ended</p>

(51) As an individual, (Oxford , Bampton Close)	Object - I object to the use of e-scooters on the public highway, cycle tracks and footpaths because these vehicles sometimes appear to be ridden at a high speed for a vehicle of this type and even in excess of the 20mph speed limits at times by some of the users and sometimes posing a risk to other road users and pedestrians, especially when ridden on footpaths or contravening traffic signals and road signs. Very few users seem to wear protective clothing such as a cycle helmet, seem to have any knowledge of the Highway Code or show any courtesy to other road users
(52) As an individual, (Oxford , Oxford Road)	Object - More traffic, fumes, noise and now e-scooters and cyclist using the pavements instead of the road. I have already had a scooter drive into me and my puppy. It's just awful living on a main road. Can't open my windows because the standstill traffic is causing fumes to come in the hospital use and it's dangerous to walk on the pavements now. Police do nothing. Open the roads again and stop penalising homeowners on main roads.
(53) As an individual, (Oxford , Sunderland Avenue)	Object - Very dangerous to riders, who rarely use a helmet and have no road sense. Dangerous too to pedestrians because escooter users have no respect for the rules - they almost always use the pavement!
(54) As an individual, (Stadhampton, Cratlands Close)	Object - Riders constantly use the pavement and there is no way to identify them to stop. There are plenty of instances where these things have been used to commit crimes. When walking on the pavement their near-silent approach is frightening.
(55) As an individual, (Woodstock, Wolsey Court)	Object - E Scooters are unregulated and the riders uninsured. The scooters will not be insured against injury to 3rd parties and damage. They ride on payments mixing with pedestrians who may suffer from partial or total sight loss. Also as they are quite, pedestrians will be unaware that these are approaching. This is a serious accident waiting to happen so e scooters should be banned.
(56) As an individual, (Berinsfield, Lodden Avenue)	Concerns - It's adding a lot of traffic onto roads that are already too narrow to accommodate the cars, buses, vans and bicycles that use them. I frequently see people using them that look under 16 and they are behaving recklessly and dangerously on the roads beacause they have no knowledge or respect for how to behave on the road or what

	<p>the highway code is. I've had it on several occasions that a group will try to undertake and overtake at the same time, while I'm going around a stopped Bus on Cowley road which is beyond dangerous. In my opinion they should only be using the roads where there is dedicated cycle lanes and they MUST stick to these lanes. Otherwise stay on the pavements and lower the max speed to 10mph. There is just too many inexperienced people using them and it's too dangerous to them and to other road users.</p>
<p>(57) As an individual, (Cowley, Leaffield Road)</p>	<p>Concerns - Should not be allowed in the centre of the city. Not policed, and too many students on pavements and sharing lifts.</p>
<p>(58) As an individual, (Cowley , Crescent Road)</p>	<p>Concerns - Safety on the roads and foot paths.</p>
<p>(59) As an individual, (Headington, Gardiner St)</p>	<p>Concerns - Users don't comply with the code. You can't hear them. They seem to feel invincible</p>
<p>(60) As an individual, (Headington, Quarry High Street)</p>	<p>Concerns - Concerned that escooter parking is taking up pavement space, making pavements even more cluttered and difficult for pushchair/wheelchair users/visually disabled people to use. Concerned the escooter use may not represent modal shift from cars but rather from public transport and be contributing to the financial difficulties of continuing high frequency bus services.</p>
<p>(61) As an individual, (Headington, Morrell Avenue)</p>	<p>Concerns - These scooters drive in the middle of the road, particularly when they overtake cyclists, which happens all the time. I narrowly avoided hitting one (no lights on) the other night driving home up Morrell Avenue, when she suddenly veered into the road in front of me to overtake bikes going uphill. Some e-scooter riders behave as if they are driving a car, and have no physical protection at all. Helmets at the least should be mandatory, or perhaps they should not be used in the dark?</p>
<p>(62) As an individual, (Headington, Norton Close)</p>	<p>Concerns - Unfortunately the introduction of trial escooters has led to the uptake of privately owned ones which are ridden on pavements creating dangerous situations for pedestrians. Licensed escooters are stored on pavements another erosion of pedestrian 'safe' space. Never see any riders wearing helmets.. there needs to be a licence scheme for all escooters and regulation which keeps pedestrians and riders safe.</p>

<p>(63) As an individual, (Littlemore, Newman Road)</p>	<p>Concerns - Scheme is supposed to be for people aged 17 or over, but seems to be used mostly by much younger people, presumably using parent's driving licence etc. Lots of riding on the pavement and use by multiple children on the same scooter.</p>
<p>(64) As an individual, (Littlemore , Long Wall)</p>	<p>Concerns - If used properly I can see these are a good idea. However, too many privately owned (and some hired) are not being used legally and the rules are not being enforced. Scooting on pavements, no lights and sometimes '2 up' going faster than legally allowed. The combination of these and LTNs are assisting drug runs and other crimes as can be used for quick getaways.</p>
<p>(65) As an individual, (Littlemore, Oxford Road)</p>	<p>Concerns - The footpaths are narrow in places & despite being told that the scooters would not be able to operate on footpaths reality proves that they can & often do. I have seen several occasions where this has resulted in accidents though so far none causing injury. I have yet to see anyone using a hire scooter wearing head protection. Both these issues point towards a time when someone will be hurt badly or indeed a fatality.</p>
<p>(66) As an individual, (Oxford, Bagley Close)</p>	<p>Concerns - The e scooters are silent and dangerous objects on the road. Often used by very irresponsible people it seems. Weaving in and around cars, carrying very large back packs making them wobble. Going downhill makes them exceed 20mph. I have seen traffic speed warnings light up on Morrell Avenue. No regard for any other road user.</p>
<p>(67) As an individual, (Oxford, Bartholomew Road)</p>	<p>Concerns - E-scooters should only be used in conjunction with a helmet, however none are provided. As these are generally an ad-hoc mode of transportation, it seems unlikely that users will be carrying a helmet on their person. Other similar schemes (see Nottingham's e-scooters supplied by Wind) provide a helmet attached to the scooters. This would seem a much safer implementation of this scheme.</p>
<p>(68) As an individual, (Oxford, Boswell Road)</p>	<p>Concerns - The ability for people to use these devices without training, real guidance, safety equipment, or insurance. I have seen so many being ridden dangerously - on pavements, weaving through bus stops, going through red lights, going through pedestrian crossings, multiple people on, weaving dangerously through traffic at speed, drunk riding, riding with inappropriate loads.</p>

<p>(69) As an individual, (Oxford, Church Cowley Road)</p>	<p>Concerns - After an initial rocky start about where the legitimate e-scooters were left this has been addressed by the firm and the users are respecting this.</p> <p>One major concern I have is that many of the users that I encounter are not using them either on the roads or on cycle lanes. There have been several occasions when 2-3 people all riding e-scooters have been riding on the pavement side by side and I, as a pedestrian, have had to step into the road to avoid being run down, especially as the speed they are travelling is quite high and the users didn't seem to care about the pedestrians. This is not the firms fault but the riders. I would ask that more is done (such as foot patrols from the police or PCSOs) to monitor and stop this breach of the law (technically) and protect the pedestrians from this form of anti-social behaviour.</p> <p>One final comment is that given the trial is happening I am seeing a large number of people who have private e-scooters using them in direct breach of the traffic laws. I would like to see that these riders are treated like any other road user who is breaching the law. They should be stopped, checks made for a drivers licence, insurance, road worthiness certificate and compliance with the law. Additionally the appropriate on the spot fines/tickets and penalties should be issued at that time - such as driving without insurance, which if a car driver did then they would be in big trouble. If there is any failing then the e-scooter should be confiscated by the officer for collection from a police station or other designated storage facility (stored at the owners expense) when the full appropriate documentation is provided. Failure to do this means the e-scooters should be sent for recycling and any value from the batteries etc. should be used to educate e-scooter users on the law and their responsibilities.</p>
<p>(70) As an individual, (Oxford, Gardiner Street)</p>	<p>Concerns - I support the scheme in principle and it seems to be well designed and managed, but I have concerns about safety and compliance enforcement. The speed, silence and weight of escooters present new hazards to elderly, deaf and partially sighted pedestrians in shared-space environments, so I hope OCC will monitor all accident reports involving Voi escooters, especially those affecting the above, and learn lessons before any wider implementation of the scheme is considered.</p> <p>I have seen Voi escooters occasionally being used on pavements and sometimes with two people on board, contrary to the terms of the scheme. I hope the police are empowered and equipped to identify non-compliant users and take enforcement action when necessary.</p>
<p>(71) As an individual, (Oxford, Godstow)</p>	<p>Concerns - The scooters seem very dangerous- hard to see as a driver. Too fast on pavements and canal tow- path. Buses drive too close to scooters and cyclists.</p>

<p>(72) As an individual, (Oxford, Howard Street)</p>	<p>Concerns - People ride them on the pavements, quite fast, and this is dangerous.</p>
<p>(73) As an individual, (Oxford, Howard Street)</p>	<p>Concerns - They are able to go too fast to be allowed on pavement/cycle areas. Some people who use them do not seem to be aware of other road users.</p>
<p>(74) As an individual, (Oxford, I live on Iffley Road)</p>	<p>Concerns - It is clear that Escooters are one solution to the traffic/urban movement issue. And they are also much less of a nuisance when parked than the bikes that preceded them. On the whole that aspect seems to be well managed.</p> <p>However, it would be interesting to know what actually regulates their use and what steps could be taken to ensure safety. Three issues have emerged for me so far:</p> <p>1). There seems to be no speed regulation or no limitation on the speed of the scooter. Often they do go very fast, and in consequence take risks in. overtaking other scooters or cyclists. They can surely be adjusted to travel no faster than is safe?</p> <p>2). They should be forbidden the use of pavements. More than once i have encountered a vary fast moving scooter on the walkway. It is potentially dangerous, particularly for the elderly.</p> <p>3) It should be clear that they are for one passenger. I have often seen two people on one.</p> <p>A Question: are there particular penalties attached to the misuse of Escooters?</p>
<p>(75) As an individual, (Oxford, Iffley Rd)</p>	<p>Concerns - Good idea but not suitable for enough people</p>
<p>(76) As an individual, (Oxford, Lakeside)</p>	<p>Concerns - The County has failed to maintain cycle lanes to remove potholes. Small wheeled scooters are swerving to avoid these and going in front of other vehicles. If road repairs were to be carried out in a more intelligent manner so as not to leave degraded surfaces around botched patching then it would be safer.</p>
<p>(77) As an individual, (Oxford, Magdalen Road)</p>	<p>Concerns - The idea of e-scooters is great, but the behaviour of many riders is not, and it's unclear whether any enforcement action is ever taken.</p>

<p>(78) As an individual, (Oxford, Observatory Street)</p>	<p>Concerns - There is insufficient provision in existing highway code and legislation to accommodate e-scooters safely. I have seen many examples of e-scooters being driven too fast for the traffic and weather conditions and with scant regard for pedestrians. Walking, cycling and improving electric car charging should be prioritised for central Oxford ahead of trying to develop additional modes of transport.</p>
<p>(79) As an individual, (Oxford, Princes Street)</p>	<p>Concerns - Dangerous behaviour from users, which is clearly not prevented by the rules which purport to prevent such behaviour. These scooters put their users at risk, along with most other road users, especially pedestrians and cyclists.</p>
<p>(80) As an individual, (Oxford, Rose Hill)</p>	<p>Concerns - One of the scooters has been abandoned on the corner of Westbury crescent recently. As a pedestrian I m not wild about small vehicles that empt people to use pavements as cycle lanes. Also they don't make any sound. I did have an idea this afternoon when I almost stepped in front of a bicycle: could you mount a device on the front handle-bars of a bike or scooter that perceives anything within a cone, up to a few meters in front of the bike ands automatically makes a bell or hooter noise? Cyclists never usr their bells voluntarily ..!</p>
<p>(81) As an individual, (Oxford, Staunton Road)</p>	<p>Concerns - The scooters are often ridden on the pavement, causing alarm and danger to pedestrians. The registration numbers on the scooters are too small to be read by a pedestrian when the scooter passes at speed, therefore it is impossible to report specific scooter riders. The scooters are not well lit in the dark. There is no clear information, available on the roads and cycle paths to make clear that only the Voi scooters are legal, therefore the numerous riders of unauthorised scooters might justifiably claim that they are unaware that their scooters are not permitted. There is virtually no on-street enforcement of the regulations.</p>
<p>(82) As an individual, (Oxford, Temple Road)</p>	<p>Concerns - I support the use of e-scooters in place of motor vehicles, but I am concerned about the safety of the riders and their attitude to riding scooters.</p>
<p>(83) As an individual, (Oxford, The Slade)</p>	<p>Concerns - Since the introduction of e-scooter trial there has been an increase in the number privately scooters being used illegally on the public road with no apparent effort being made to conrol them. Sadly many are being used with a complete disregard for any traffic laws.</p>

(84) As an individual, (Oxford, Warwick Street)	Concerns - Safety issues. Especially for pedestrians. Users speeding on pavements and footpaths and not following traffic rules on the road.
(85) As an individual, (Oxford, White House Road)	Concerns - I would like to ride an electric scooter if they become legal, but I am very concerned about the trial which is taking place at present. The scooters are difficult to see in the dark (mainly because drivers aren't expecting them, or the reckless behaviour of the users) and they are not driven according to the laws of the road, although they are used on the road. I see scooters being ridden on pavements and footpaths, cutting up cyclists, going through lights, weaving in and out of traffic, menacing pushchairs and people on pedestrian crossings, and often with two riders on a scooter, and I suspect that many users are under-age. I'm surprised that those wanting to hire have to produce a current driving licence, though I don't suppose licences are difficult to borrow or copy, but they certainly don't seem to know or obey the rules of the road. At present, the scooters are a menace to pedestrians, cyclists and other road users. I'd like to see riders required to wear helmets, and use some sort of reflective sash or other gear during the hours of darkness to make them safer and more visible. I've not see any users other than young men, certainly no women or older users at all, although this is only me. As I've said, I'm very attracted to the idea of using an e-scooter, but certainly not on the roads with the other users as they currently stand, far too risky. What's the insurance position with your hire scooters and users? If a scooter runs into me or my car, what redress do I have? I also think the Council could maybe have given more notice to let road users and pedestrians know this trial was taking place, so we all knew what to expect. To sum up: basically I support the use of electric scooters and would seriously consider using one if they become legal; but I am concerned about the often unsafe way in which scooters are being used during this trial (usually by very young men, who don't obey the rules of the road, who put pedestrians, cyclists and other road users in a position of danger quite frequently, often with multiple users on a single scooter); I'd like users to wear helmets and some form of reflective sash to make them more visible; I'd like to know what the insurance position is for users and for those of us going about Oxford who encounter them. The riders I've seen aren't bad young people, they are having fun and that's great, but responsibility in charge of a vehicle which could hurt someone really badly - including themselves, is essential. Thanks for listening if you've got this far!
(86) As an individual, (Oxford , Bartholomew Road)	Concerns - I support the use of e scooters in theory. What I do not support is that some of the riders have no idea about road safety and the use of the highway code. There is a very real danger to themselves and to pedestrians and auger road users

(87) As an individual, (Oxford , Rewley Road)	Concerns - I find the spread of E-scooters quite menacing. Riders often drive them on the pavements, and with more than one person on a scooter. The scooters pose a particular danger to young children and the blind. The hiring areas in the city centre disfigure what should be pleasant streets. It is surely only a matter of time before there is an accident and the trials should be halted.
(88) As an individual, (Oxford , Stewart Street)	Concerns - Concerned that users will not stick to use of road/cycle lanes. I have been on the pavement a few times locally and seen e-scooter riders on the pavement travelling a speed. I think the council should be focusing more on increasing cycle use instead and am aware of your Quickways proposal. Not sure what, if any, health benefit there is from using a electric scooter.
(89) As an individual, (Oxford, Ridley Road)	Concerns - In principle, they are an excellent idea. However, seeing lots of what I presume to be underage users riding around on them (scooters from the scheme) and driving recklessly. Need more measures in place to ensure that the basic requirements are being met.
(90) As an individual, (Appleton, Badswell Lane)	Support - The e-scooters offer a properly regulated alternative to a nature progression of the use of scooters privately. The reality is that, as a society we need to progress our transport options into more environmentally friendly means. I have been a regular user of the Oxford park and ride service for years. It is simply not sustainable. The future lies in free parking at sites further away from the city than the existing park and ride sites supported by modern flexible environmentally friendly relay transportation. The historic nature of oxford streets causes real issues for buses and traffic management. Modern environmentally friendly individualised transport is necessary in the long term for the city to cope with modern societies needs. My only disappointment with the trial is that the area covered is not larger.
(91) As an individual, (Charlbury, Sandford Park)	Support - We spent 6 months in Nice (France) last year, loads of people were using E-Scooters, taking traffic off the road. It's clearly a sustainable form of transport (vs an electric car which is moving a tonne of metal to carry a couple

	of passengers). We do need clear guidance so we don't have e-scooters racing down pedestrian paths, but that's easily solvable.
(92) As an individual, (Church Cowley, Van Diemans Lane)	Support - I think it is great the Voi project has expanded all over Oxford. I totally support the use of E-scooters when they are used safely. I have several times used them instead of driving. I am lucky as I am an NHS worker and I get a massive discount in using them. Unfortunately, without the discount, I would not be using the scooters as they would be more expensive than parking in Oxford if there are two of you travelling.
(93) As an individual, (Cowley, Owens Way)	Support - Absolutely brilliant scheme, the scooters are eco friendly and much more convenient than buses. Such PLEVs are the future of urban transport.
(94) As an individual, (Cowley , Oliver Road)	Support - I strongly support the scheme. It gets more cars off the road, enabling quick and easy transport around the city, available to all. It makes the city more accessible and cuts pollution, traffic and hassle for many.
(95) As an individual, (Deddington, The Swere)	<p>Support - I feel that the provision of escooters is environmentally friendly, convenient and relatively safe.</p> <p>I currently commute by taking a bus to the City Centre, then hiring an escooter to get to work. If this option were not available, the next most convenient and cost-effective option would be to drive my car to work. The provision of escooters has therefore allowed me to reduce the environmental impact of my commute and reduce my contribution to traffic on Oxfordshire's roads.</p> <p>I feel safe on an escooter. It feels no more dangerous than cycling, and I find that other road users are accepting of my use of the road and invariably considerate.</p> <p>I would strongly support the continuation of this scheme. If escooters were withdrawn, it is likely I would have to start commuting to work by car.</p>
(96) As an individual, (Didcot, Chris Muir Place)	Support - Fun and effective way to travel, whilst being more environmentally friendly, more reliable than bus transport and cheaper than taxi

<p>(97) As an individual, (Littlemore, David Nicholls Close)</p>	<p>Support - They are getting well used and are a nice bit of low-carbon travel for people.</p>
<p>(98) As an individual, (Littlemore, Van Diemens Lane)</p>	<p>Support - I have used the Voi scooters on a number of occasions when I would have otherwise used a car - I think this is an excellent initiative to which would genuinely reduce my use of a car. The scooters should be useable later than 10pm so that they can be used for later journeys as this would enable me to use them more. for example I was able to ride into town on a scooter but was not able to use it to return home as it was after 10pm - next time I would use a car to avoid getting stranded in town - they should be useable at least until midnight. There are often not enough scooters around the Nuffield orthopaedic Centre - windmill road - I would use the scooters to commute to work if I could rely on one being available to get back home.</p>
<p>(99) As an individual, (Oxford, Banbury Road)</p>	<p>Support - Regulated means of hireable transport with identifiable vehicles and designated parking, overcoming many issues of the hire bikes of old. Encourages sustainable method for shorter journeys, diverting people from crowded public transport at a time when social distancing is key.</p>
<p>(100) As an individual, (Oxford, Binsey Lane)</p>	<p>Support - better than car use and private scooters should be allowed. But still not as good as bicycle use which should be promoted and enables more.</p>
<p>(101) As an individual, (Oxford, Church Cowley Road)</p>	<p>Support - I'd prefer if Oxford had one of the various hire bike schemes that existed a few years ago, and can still be found in other cities; the e-scooters are somewhat less convenient. But in the absence of hire bikes, I prefer having the hire e-scooters around, to not having either.</p> <p>In the long term, the legal situation around e-scooters needs to change; they're currently treated like full-sized motor vehicles, but with no way to register them, which is ridiculous. Even if the hire system isn't going to survive in the long term, it's a step towards the necessary changes.</p>
<p>(102) As an individual, (Oxford, Divinity road)</p>	<p>Support - The scheme is very well run. Far better than the previous bike scheme. The company look after their scooters and the drop off and collect locations very well. However they should have the added technology to prevent them from being driven on pavements which sometimes they are. Generally a very good scheme with high tech being the difference.</p>

(103) As an individual, (Oxford, Fletcher Road)	Support - I have used the scooters in other countries/cities as well as Oxford and find them very useful and quick to use
(104) As an individual, (Oxford, Garsington Road)	Support - E-scooters provide a quick and low-cost way of getting around Oxford and reduce emissions
(105) As an individual, (Oxford, girdlestone close)	Support - I support the use of e-scooters, but the service provided by Voi is not optimal. It is too expensive and it is difficult to find scooters and they cannot be left anywhere, so the destinations are limited.
(106) As an individual, (Oxford, Glanville Road)	Support - E-scooters are a necessary and useful element in removing unnecessary motor traffic from Oxford and surrounding towns.
(107) As an individual, (Oxford, Hendred Street)	Support - Provides alternative Green form of Transport for younger residents.
(108) As an individual, (Oxford, James Street)	Support - Good form of transport for those without cars or bikes or who are unable to cycle, think wearing of helmets and lights should be more rigorously enforced
(109) As an individual, (Oxford, Junction Road)	Support - Useful alternative transportation mode.
(110) As an individual, (Oxford, Maidcroft Road)	Support - They are generally well used, and provide people with low carbon, quick and enjoyable mobility.
(111) As an individual, (Oxford, Mayfair Road)	Support - Deployment has been very well managed, the marked parking areas and restricted opening hours have worked really well. It is very easy to access a scooter and ride anywhere around the city on them.

(112) As an individual, (Oxford, morrell avenue)	Support - I think escooters are an excellent, safer option than bikes and more accessible to those who have physical limitations. I think they are a really strong option and should be encouraged
(113) As an individual, (Oxford, Oakthorpe Road)	Support - A good no carbon method of transport around the city. It would be good to also have an electric bike scheme like Lime in London. Whatever we can do to reduce car use and emissions.
(114) As an individual, (Oxford, Oliver Road)	Support - Environmental friendly, reduces car usage, healthy, exciting, liberating adventure. However, people are unsure how to use them, as information is not widely available.
(115) As an individual, (Oxford, Rose Hill)	Support - I am in favour of all proposals that reduce car traffic.
(116) As an individual, (Oxford, Rose Hill)	Support - Supporting because it is a good idea...
(117) As an individual, (Oxford, Salegate Lane)	Support - E scooters help enable a shift away from car travel for short journeys, including for those who cant ride a bike. They should be encouraged and given safe infrastructure.
(118) As an individual, (Oxford, St. Giles)	Support - E scooters are a fantastic way to get around, crucially they offer an easier journey than bicycles. They offer a benefit to both traffic, if used in the cycle lanes, and have a lower emission output than other motorised transport. For the effort they require to get to the destination they would seem to provide the most efficient transportation option for an individual. Personally, I would like the option of cycling on short journeys for the health benefit, having the option of a scooter on longer journeys for the ease of travel. i.e., going to Wheatley from central Oxford. I think they should be legally placed in the same category as bicycles, they travel at the same speed and have a roughly equivalent risk.
(119) As an individual, (Oxford, Swinbourne Road)	Support - Anything to help traffic congestion and more environmentally friendly ways of travelling about is good news

(120) As an individual, (Oxford, Kingston Road)	Support - Anything to reduce car traffic and help achieve net zero is good
(121) As an individual, (Oxford, New high Street)	Support - May help to reduce car traffic but dedicated lanes need to be significantly improved
(122) As an individual, (Oxford, Oxford Road)	Support - They remove cars off the road and are incredibly convenient
(123) As an individual, (Oxford, St Nicholas Road)	Support - Making Oxford low carbon omissions, Legalise private scooter also.
(124) As an individual, (Risinghurst, Downside Road)	Support - they are handy to just jump on and not have to wait for bus
(125) As an individual, (Temple Cowley, Don Bosco Close)	Support - Environmentally friendly. Saves journeys otherwise made by cars. Low impact on other road users. Don't cause potholes.
(126) As an individual, (Witney, Thorney Leys)	Support - I would love to be able to get around on a scooter instead of waiting for buses. Easier to park than a bike and great for getting around. would give up my bike if I could have one of these. will use when I go into oxford if I can
(127) As an individual, (Wolvercote, Home Close)	Support - Environmental
(128) As an individual, (Oxford, Middle Way)	No opinion - No comments.
(129) As an individual, (Oxford, Kennett Road)	No opinion - I can neither support nor object, so I have had to choose "no opinion". I very much like the Voi eScooters because they are properly regulated and well-lit and visible, but they have led to a lot of confusion. They give people the impression that it is also fine to ride their private unlicensed, uninsured scooters on the roads and pavements of

	<p>Headington. Unless the police take action on the private scooters, their riders will continue to think that they have the same permission as Voi</p>
<p><i>C. 'E-Consult' Online Responses.</i> [11/02/21 to 29/09/21]</p>	
<p>(130) As an individual, (Garsington)</p>	<p>Eastern Arc Trial - Object Object to any LTN's and blocking off of roads as these are roads for vehicles, for the public to travel on and nit private funded roads or gated communities, they are paid for by the public and that's what the are public roads. The blocking of any roads pushes more traffic onto the surrounding roads creating grid lock and when their are incidents of whatever kind on those surrounding roads then the result is grid lock. There have been occasions around Cowley when this has happened before and will be even worse with blocking of roads. These roads have been here before the residents lived there, you choose where you live, if it becomes unsuitable for you then you move. The public have a right to use roads. They should not be shut for a privilege few residents.</p>
<p>(131) As an individual, (Oxford)</p>	<p>Eastern Arc Trial - Object I live in Headington and the scooters are a nuisance and an eyesore. They are dumped at the end of my road blocking the pavement and the amount of litter has increased dramatically and groups of teenagers hang around the scooters.</p>
<p>(132) As an individual, (Oxford)</p>	<p>Eastern Arc Trial - Object The Voi trial has led to the proliferation of both legal (rental) and illegal (private) e-scooters in Oxford. By blurring the boundaries between what is legal and what is not, many e-scooter users have chosen to drive their own private scooters. The private scooters can drive as fast as cars, but are much harder to spot for both drivers and pedestrians. Although this may be an unintended consequence of the Voi trial it is, nevertheless, a serious one. It would be easier to regulate the use of e-scooters if all e-scooters were deemed to be illegal.</p> <p>Voi users as well as private e-scooter users can be seen on pavements as well as roads, and they present a new hazard for pedestrians, especially children and disabled people. Most e-scooter users, both Voi and private, do not wear helmets and so endanger their own safety. Children can also be seen using such scooters, putting themselves at risk of collision with cars.</p>

	<p>The consultation process for the e-scooter trial in Oxford has not been widely advertised. It is also confusing to have two simultaneous consultations, one ending in December and one ending in September. I have alerted other local residents to this fact, since there is a lack of clarity about which consultation to respond to. Please could you reassure me that the responses to both consultations will be considered together when decisions are made about this, to ensure a fair consultation takes place? Thank you in advance for responding to my enquiry.</p>
<p>(133) As an individual, (Cowley)</p>	<p>Eastern Arc Trial - Object They are used over the oavements and the speed restrictions are set too high. It's difficult now with the ltns in place to see them coming when you cross the road, one (illegal) one recently came out of a barrier and nearly knocked my father in law off his mobility scooter, he can't see being lower down and the barriers obscure his view but he has no place else to cross.</p>
<p>(134) As an individual, (Woodstock)</p>	<p>Eastern Arc Trial - Object Dangerous to other road users</p>
<p>(135) As an individual, (Oxford)</p>	<p>Eastern Arc Trial - Object Privately owned e-scooters have become widely used in last couple of years, sadly without any regard to other road or pavement users. The only issue the rental scheme solves is that it makes the use of the e-scooters hired through such scheme legal, without addressing problems that we currently experience with privately owned ones (using pavements, riding without lights, not obeying road traffic rules generally), while adding problem with inconsiderate parking after use. We all know what problems the OFO, MoBike and Pony hire bikes used to cause, this is exactly the same what will happen with the hire e-scooters.</p>
<p>(136) As an individual, (Oxford)</p>	<p>Eastern Arc Trial - Object Dangerous for scooters on the road People have no road safety and road sense Older children are riding them and have less road sense than adults Other unlicensed owners of electric scooters presume they can also ride on the road legally .</p>

<p>(137) As an individual, (Oxford)</p>	<p>Eastern Arc Trial - Object There is a scooter park at the end of the road I live in and I see scooters going up and down the road each day (I work from home in a street facing room). Approx 80% are ridden on the pavement by what appears to be very young people. I have even seen one being ridden at speed up and down on the path by a young man walking his dog. I can't see how these can possibly be of any benefit to the environment or reducing omissions as they mainly seemed to be used for fun by people who would otherwise have walked. They could be a danger to elderly people walking but also be hit themselves by a car pulling out of a drive. I have concerns about insurance if they do cause an accident - I'm aware they need a licence to book one but is anyone checking the person booking the scooter actually is the licence owner?</p>
<p>(138) As an individual, (oxford)</p>	<p>Eastern Arc Trial - Object danger to pedestrians. some reckless users sharing the footpath. the scooters clutter up so many streets already now. while larger . but non-motorised bikes have their own lane, these faster motorised scooters share the path withpedesitrains, which also have to navigate often badly parked cars and this just icnreases competiton for limited pavements</p>
<p>(139) As an individual, (Oxford)</p>	<p>Eastern Arc Trial - Object I consider e-scooters dangerous to the user, other road users and pedestrians as they are frequently ridden on the pavement. I would prefer to seem them banned from public roads and from public pavements.</p>
<p>(140) As an individual, (Oxford)</p>	<p>Eastern Arc Trial - Object e-scooters are dangerous to pedestrians. Riders should but often don't keep to roads. Insurance is a problem area if a scooter hits or hurts anyone. Every city and country where escooters have been introduced has swiftly regretted it. What financial benefit does OCC gain from this scheme? Please tell me how much scooter firms would pay? Cycling is inherently safer, and more considerate to the public. My wife and I have been cyclists, pedestrians and car drivers in Oxford since 1980. (Please note that OCC has had a bad record in licensing bike rental firms in Oxford city. All cycle-hire firms have left Oxford.) E-scooters are currently banned and I wish the ban to continue. They bring little or no advantage to the vast majority of citizens and council-tax payers in Oxford.</p>

<p>(141) As an individual, (Newbury)</p>	<p>Eastern Arc Trial - Object I was advised by Supt Aziz of TVP that the only way to provide input into e-scooter usage on highways was to use this feedback. However, I am actually commenting on e-scooter usage in Newbury which is not part of your trial and hence involves by default illegal usage. I object to e-scooters on the grounds they are all too often ridden dangerously and I believe allowing them to be used poses serious risks to pedestrians in particular. The vehicles are very quiet and are relatively cheap to buy, doubtless they will become even cheaper if permitted on highways. I have almost been hit by one being ridden inappropriately by two youths and I have seen a number of them being ridden in such a manner around Newbury. I do not believe the police have the manpower or the will to ensure compliance with the law and the result will be injuries and possibly deaths. In addition, I almost had one hit my vehicle as I turned right from my property into the main road recently. Liability is a serious concern as the motorist is likely to be held to a higher standard than the rider of the scooter. Given their speed and their silence, they are difficult to see in advance and I think this places an unfair burden on law abiding motorists.</p>
<p>(142) As an individual, (Oxford)</p>	<p>Eastern Arc Trial - Object Impossible to navigate when driving. There should st least be alternating roads permitting thru traffic. For drivers it adds significant time into journeys - whilst I appreciate the intent I think the experiment inconveniences drivers to too great a degree</p>
<p>(143) As an individual, (Temple Cowley)</p>	<p>Eastern Arc Trial - Concerns My concern is that riders often use pavements and other footpaths illegally and it will not be adequately enforced as the illegal riding on pavement by cyclists is already not enforced. These endanger pedestrians, particularly the elderly and disabled. Motorised vehicles on pavements are even more dangerous than push bikes. There is already widespread illegal use of unlicensed e-scooters and that is hardly being policed, as is also the situation with illegal cycling on pavements and I doubt the police have the resources to deal with more of these vehicles in use</p>
<p>(144) As an individual, (Oxford)</p>	<p>Eastern Arc Trial - Concerns The principal is good as can be a nice safe alternative way to travel however some concerns over the following: - use of pavements by scooters continues to be high as I note nearly 90% of users I've witnessed are on pavements - lack of safety gear and lights by users and therefore can be dangerous to themselves or other users especially at night and in adverse conditions</p>

	- sobriety of users, I've seen individuals think that this is a suitable alternative to a taxi or walk when having to much to drink and therefore users need to be educated as to they need to obey the same rules as car drivers
(145) As an individual, (Oxford)	<p>Eastern Arc Trial - Concerns</p> <p>I live in East Oxford and see unlicensed e-scooters regularly being used both on the roadway and on the pavements. I can only support the use of e-scooters if there is effective enforcement of their correct use. Unlicensed e-scooters can be a danger to themselves when ridden on the roadway and pose a significant risk to pedestrians when on the pavement (especially when ridden at speed!)</p>
(146) As an individual, (Oxford)	<p>Eastern Arc Trial – Support</p> <p>No comments.</p>
(147) As a business, (Headington)	<p>Eastern Arc Trial - Support</p> <p>Reduced overall car use and congestion</p>
(148) As an individual, (Oxford)	<p>Eastern Arc Trial - Support</p> <p>As an alternative to using a motor vehicle its an excellent option for getting around a small city like Oxford. The availability of hire vehicles enable folk to use these vehicles occasionally</p>
(149) As an individual, (oxford)	<p>Eastern Arc Trial - Support</p> <p>Alternative to car</p>
(150) As an individual, (Oxford)	<p>Eastern Arc Trial - Support</p> <p>Escooters are a key tool to reduce dependence on private cars. I have used them a number of times and find them convenient and effective.</p>
(151) As an individual, (Botley)	<p>Eastern Arc Trial - Support</p>

	<p>Shared mobility and e-scooters are the future of modern cities such as Oxford. As well as providing e-scooters for everyone to use, it is equally important for the city council to reduce car traffic around the centre (e.g. Botley road), making a safe and clean environment for sustainable (or shared) travel such as bikes, e-scooters and buses.</p>
<p>(152) As an individual, (Wheatley)</p>	<p>Central & Eastern Trial - Object [1] I believe that e-scooters are a hazard to pedestrians and to other road users. (a) Since the top speed of an e-scooter on the roads is around 15mph (slower than the average bicycle) other vehicles either need to overtake them or reduce their speed dramatically, thereby holding up traffic and increasing pollution. This may help with a policy of slowing down traffic, but it has caused me much frustration along some roads where traffic coming in the other direction is also trying to overtake an e-scooter. (b) The drivers of some e-scooters do not appear to have sufficient road sense to notify other road users of their actions and don't appear to have been properly trained in its use. This is particularly evident in Wheatley where several e-scooters have appeared illegally (as the village is not part of a trial) and consequently I am very concerned about a wider roll-out in their use. [2] The other concern I have is that e-scooters may be preferred to walking or cycling so that users will not be exercising in a healthy way envisaged by the so-called "active travel" policy.</p>
<p>(153) As an individual, (Headington)</p>	<p>Central & Eastern Trial - Object I understand that the primary motivation for this initiative is to reduce traffic volume. Only a fool, liar or Voi shareholder (or some combination thereof) could claim that this criterion has been met: it is clear and obvious that Headington traffic levels are back to pre-pandemic levels.</p> <p>On a personal level, in two separate incidents, I have been hit by a Voi scooter and my (then) six-year old daughter was forced into the road. More generally, I would argue that the trial has "normalised" the anti-social and irresponsible behaviour of e-scooter owners in Headington. As an example, my wife was pursued into a local supermarket and subsequently harassed by a Voi rider following an argument. Other residents of Headington will have similar stories.</p> <p>If the trial is to be expanded (as no doubt it will), I would suggest that it is essential that some "shared spaces" are revisited. As an example, the cycle lane travelling into Headington from Green Road --- at the point just past Gladstone Road --- "merges" into a space consisting of a bus stop (used by many pensioners), a pavement area for pedestrians, parking spaces for a hairdressing salon, and an vehicular access route for flats. The wisdom of such a set-up was always questionable; adding e-scooters travelling at speed to the already dangerous mix is, frankly, foolish.</p>

<p>(154) As an individual, (Headington)</p>	<p>Central & Eastern Trial - Object I believe these are dangerous for pedestrians and also for the user themselves. Although these are not supposed to be ridden on the pavements they often are. Being limited to 10mph they are also too slow for use on the road and often hold up traffic on smaller roads. The scooters are left badly parked in many cases and block pavements for the elderly, disabled and mothers with prams.</p>
<p>(155) As an individual, (Oxford)</p>	<p>Central & Eastern Trial - Object E scooters are dangerous to both the user, pedestrians, car drives, cyclists, anyone using the roads and pavements. Like bicycles they are left all over the place with no regard wheelchairs users, prams, etc. Radical thought - walk!!</p>
<p>(156) As an individual, (Oxford)</p>	<p>Central & Eastern Trial - Object The e-scooter rentals do not constitute a useful mode of transport, as they are too expensive and require a driving licence. I find that they are very dangerous to manoeuvre. The Voi app also has a poor privacy policy and tracks users. The scooter parking zones furthermore create a serious tripping hazard on pavements, especially for partially sighted pedestrians. These devices need to be removed as quickly as possible.</p>
<p>(157) As an individual, (Stadhampton)</p>	<p>Central & Eastern Trial - Object E-scooters are dangerous and don't belong on pavements with pedestrians.</p>
<p>(158) As an individual, (Oxford)</p>	<p>Central & Eastern Trial - Object Allowing the Voi scooters to be on the roads in Headington has resulted in many more people using private scooters illegally. Unfortunately, by legalising rental scooters, the boundary has been blurred between what is legal and what is not. Since the start of the Voi trial, the use of scooters (both Voi and private) has risen dramatically on both pavements and roads, presenting a new hazard to more vulnerable members of the community, including children and disabled people. The riders rarely wear helmets and so pose a risk to themselves as well as others. Given the recent high-profile accidents involving e-scooters in other parts of the country (https://www.independent.co.uk/news/uk/home-news/toddler-escooter-accident-london-police-b1887563.html), it seems reasonable to request that no type of e-</p>

	scooter be allowed in Oxford, whether rental or private. This will make it much easier to enforce regulations regarding the use of e-scooters.
(159) As an individual, (Cowley)	Central & Eastern Trial - Object They are dangerous and left everywhere
(160) As an individual, (Oxford)	Central & Eastern Trial - Object No comments
(161) As an individual, (Oxford)	Central & Eastern Trial - Object E scooters are silent and dangerous. They are being used on pavements, against the rules, and I have been nearly knocked down by someone who did not stop, going down Divinity Road. They are also extremely difficult and often invisible on roads for car drivers, who aren't always aware of them, particularly in the dark. The drivers of such scooters are often novices and wobble dangerously and erratically. Often without helmets. Accidents waiting to happen, and the car driver will be blamed and of course the e scooter drivers not presumably insured.
(162) As an individual, (Oxford)	Central & Eastern Trial - Object Experience of e-scooters where they have been legal, in Paris and Singapore, and in several locations in the UK has been that they are dangerous to pedestrians, that they are ridden illegally (I have experienced this myself in London in the last week) on pavements. There have been several cases of injury, including a three-year-old child in Feltham , who suffered a collarbone fracture from a hit-and-run scooter rider *on the pavement*. They are ideal vehicles for bag-snatchers and muggers, as they can carry two people, and can escape swiftly down alleyways. They offer no advantages. Their power is generated by power stations and is no greener than Didcot. Their users would otherwise be walking or cycling, which are healthy, while riding them is not. There is no good argument for making them legal. It is a baseless myth that car drivers switch to them.
(163) As an individual, (Oxford City)	Central & Eastern Trial - Object Dangerous and unsafe unregulated objects. Puts Oxford's cycle and eco city credentials to shame. Where do they get their power from? Solar? I think not. Protect Oxford and create a safe ecosystem for pedestrians and cyclists.

<p>(164) As an individual, (Carterton)</p>	<p>Central & Eastern Trial - Object Dangerous speeds involved and serious injury they can cause to themselves as well as pedestrians and cyclists. Not good for environment.</p>
<p>(165) As part of a group/organisation, (Oxford)</p>	<p>Central & Eastern Trial - Object The measures in place do not protect blind and partially sighted people. Scooters are being used on pavements, there is no way to track this and differentiate between pavement and road. Parking bays are in the pavement where a visually impaired cane user may not know causing a trip hazard. Since the rise of rentable eScooters, ownership of private (illegal) eScooters have risen 5x. These have no limitations, or restrictions, they cannot be tracked. Although there are some measures in place to try and make it easier these do not go far enough. We also don't believe that the pros of encouraging a few people out of cars outweighs the risk to pedestrians. There is likely many people who have swapped real active travel (walking and cycling) for using an eScooter, adding to pavement clutter, congestion and hazards.</p>
<p>(166) As an individual, (Oxford)</p>	<p>Central & Eastern Trial - Object E-scooters are inherently unsafe, their batteries mean they are not green and they serve no purpose other than to make it possible for lazy people to put others in harm's way. No car driver will give up the safety of their car for these contraptions, so that argument also falls flat.</p> <p>These are motor vehicles that do not require the user to pass any test in order to operate them. We can see that they have caused many accidents all over the country. If they are legalised, these incidents will become more common. They will also inevitably be used on pavements, as there are no police patrols to deter this.</p> <p>There is also the issue of people using them while intoxicated. If nightclubs ever open again, this will be a serious issue.</p> <p>E-scooters are a menace and it is extremely frustrating that the people who govern this county make no serious attempts to promote cycling or make plans for a modern, affordable public transport infrastructure. Electric trams and bicycles would be far superior forms of transport.</p>

<p>(167) As an individual, (Oxford)</p>	<p>Central & Eastern Trial - Object I have, on several occasions, seen people riding them on pedestrian-only pavements. This is not safe for pedestrians.</p>
<p>(168) As an individual, (Oxford)</p>	<p>Central & Eastern Trial - Object I object to the proposals because E-scooters are a menace that put pedestrians in particular at risk. The fact that they are silent and fast makes them extremely dangerous for pedestrians and I do not believe the public can be relied upon not to ride them on pavements. Seeing that there appears to be virtually no enforcement of the current rules on E-scooters in Oxford, I doubt that the police will enforce the restrictions to the use of E-scooters outlined in the proposal so pedestrians will not be protected. As a cyclist, I also object to the proposal that I should share my lane with E-scooters. There is not space for both bicycles and E-scooters in most of the city's cycle lanes and the difference in speed between the two will cause particular issues. Finally, I understand that the idea is that the use of E-scooters will reduce car use in the city but I imagine E-scooter use will decline in poor weather. Also, whilst the use of cars in Oxford does need to be reduced, this should not be at the expense of the safety of other road users.</p>
<p>(169) As an individual, (Headington)</p>	<p>Central & Eastern Trial - Object Electric scooters are too dangerous. If the riders go on the pavement they rocket past pedestrians and there will be a serious accident. My daughter came within cms of being hit - children are unpredictable in their walking patterns so a rider can never assume they can go past a child safely. If riders go on the road they might get run over. I've seen a number of young riders wobbling all over the place in an unstable manner. I've seen riders hit the curb and nearly fall off. It won't be long before there is a serious accident. They encourage obesity. You should be encouraging people to exercise and walk everywhere not go on electric scooters. Obesity is a growing concern, we've all read the effects of Covid on obese people. I thought the message was for people to get fit. We have two legs so should use them!</p>
<p>(170) As an individual, (Temple Cowley area)</p>	<p>Central & Eastern Trial - Object We regularly use the cycle path part of Barracks Lane and it is very difficult to hear the scooters approaching (especially from behind)...they are too fast and almost silent in operation. There should be a way of warning pedestrians! The cycle track should have priority for pedestrian use</p>

(171) As an individual, (Oxfordshire)	<p>Central & Eastern Trial - Object</p> <p>I am registered blind. Your cycle scheme was bad enough. These e-scooters are lethal to vulnerable people. They should never be introduced. Imagine if your blind and trying to cross a road and one of these silent scooters whizzes past or worse knocks you over.</p> <p>Far too much emphasis on environmental responsibility than responsibility for the public. If these scooters are rolled out permanently then I hope they have a maximum speed cut out on them. Some sort of sound and most of all the person riding them should be forced to wear a helmet to save NHS from more victims of head injury.</p>
(172) As an individual, (Oxford)	<p>Central & Eastern Trial - Object</p> <p>The scooters are in many cases dangerously ridden, whether on the footpath, having near-misses with pedestrians, or on the road, oblivious to the cars and bikes around them. I walk to work in central Oxford, and have seen countless examples of terrible scooter riding, and near-misses with pedestrians (including me).</p>
(173) As an individual, (Headington, Oxford)	<p>Central & Eastern Trial - Concerns</p> <p>I love the idea of eScooters, but the arrangements for them are unsatisfactory. The parking bays for them should be in the road, not on the pavement. Not only does every journey at the moment start on the pavement, but some of these bays leave almost no space whatsoever for pedestrians. Alternatively the institutions these scooters primarily serve (hospitals, Oxford Brookes University etc) should provide the parking spaces. Pedestrians are an endangered species already in Headington. I don't understand how a commercial firm is allowed to snatch parts of the pavement without any permission, licences, etc: it is a very dangerous precedent.</p> <p>You should also insist that Voi makes the number-plates bigger. When I saw two students *sitting* on a Voi scooter going the wrong way on a one-way street, I couldn't report them because they were going too fast for me to see the number. The same applied when I saw a young man on a Voi scooter travel at speed along the whole length of Bulan Road on the pavement. As Voi reply by asking for the registration number if you attempt to report any problems, the number of complaints will be very, very low.</p> <p>You state that the scheme has been a success in Headington: presumably by this you mean "No one killed or seriously injured yet". It is very unpopular here, which is a shame.</p>

<p>(174) As an individual, (Oxford)</p>	<p>Central & Eastern Trial - Concerns They're an effective way of crossing the city faster than walking: more convenient than buses, and no concerns about parking at the end. I would prefer bicycles, but these may help some users unable to pedal for long, or up hills, and the bike hire schemes all folded, so here we are.</p> <p>The parking bays are on pavements, sometimes narrow ones. E-scooters belong on roads, so their parking spots should be too.</p> <p>Riders may use roads with limits up to 30mph (ie. everywhere but the bypass), but some road surfaces in the eastern arc are too rough for this kind of vehicle.</p> <p>The trial area may be too small to get a real understanding of their impact. Potential commuters can't take them into the city centre (west of the Plain) or to/from the train station.</p>
<p>(175) As an individual, (Littlemore)</p>	<p>Central & Eastern Trial - Support Bridges the gap between bikes and buses for short journeys. Rental e-scooters are better regulated than private e-scooters.</p>
<p>(176) As an individual, (Cowley)</p>	<p>Central & Eastern Trial - Support Scooters are better than cars. But more monitoring of dangerous scooter use is needed.</p>
<p>(177) As an individual, (Oxford.)</p>	<p>Central & Eastern Trial - Support E-scooters offer our community a great way to reduce traffic, cut emissions and make short journeys quickly.</p>
<p>(178) As an individual, (Oxford)</p>	<p>Central & Eastern Trial - Support E-scooters are an excellent alternative to motor traffic.</p>
<p>(179) As an individual, (Headington)</p>	<p>Central & Eastern Trial - Support If scooters are to displace car/bus journeys, they have to be available in a geography that makes sense to make that choice.</p>

	<p>If we are to transition journeys from cars we have to have viable alternatives. It is important to have these trials to show that there are other, viable, micro-mobility options.</p>
<p>(180) As an individual, (Oxford)</p>	<p>Headington & Marston Trial - Object Electric scooters (and indeed any silent vehicle) using pavements are a manifest danger to pedestrians. If their use is continued there will be nowhere where people can walk safely on foot.</p>
<p>(181) As an individual, (Oxford)</p>	<p>Headington & Marston Trial - Object The use of the e-scooters is dangerous, it adds to the problem of congested roads of Oxford. The usage will be abused.</p>
<p>(182) As an individual, (Oxford)</p>	<p>Headington & Marston Trial - Object There is unlikely to be any sustained enforcement of pavement usage, and as such there is likely to be a relatively high proportion of anti-social riding. Even if statistics show that injuries arising from pavement riding are relatively low, the unenforced use of e-scooters on pavements is likely to erode the societal norms around pavement use by pedestrians, and could result in an increase in pavement cycling, and maybe even moped use (delivery riders etc).</p>
<p>(183) As an individual, (Oxford)</p>	<p>Headington & Marston Trial - Object They are basically subsidised toys used by young people who are perfectly able-bodied and able to walk. Walking is a free, healthy and green means of transport and this proposal discourages people from exercising. The scooters clutter the pavements and obstruct pedestrians. People travel on scooters along pavements at great speed and it is only a matter of time before an elderly person is killed or injured - a broken hip can result in death. Scooter users on the road rarely use helmets and weave in and out of traffic, often with two people aboard. It is only a matter of time before a serious accident occurs. It is an expensive, dangerous waste of money. It is a classic case of local government being given some money and looking for a box-ticking way of spending it while core services continue to be underfunded.</p>
<p>(184) As an individual, (Headington, Oxford)</p>	<p>Headington & Marston Trial - Object The scooters in themselves may be a good idea in SOME places, but the scheme as used in Headington is dangerous in the extreme, both to scooter users, pedestrians and motor vehicles.</p>

	<p>The few users who wear a helmet tend to ride with the straps undone; a number of them ride 2 people to a scooter. Scooters often travel 2-abreast or on the wrong side of the road and little road sense is shown: having a provisional driving licence is no indicator of anyone knowing the Highway Code, or even having driven.</p> <p>Many elderly residents, children and dog walkers use the pavements for walking- as their only form of exercise, yet the pavements have become hazardous due to the speed and unpredictable manoeuvres of many scooter users. Unfortunately the scooters in Headington are more often than not used for a lark and dare-devil antics. A recent example: the corner of The Slade (W side) and Old Rd (S side); 3 scooters approached from the south. Two of us were approaching on foot from the west, 3 adults and 4 children were waiting at the pedestrian crossing. Did the scooters slow down? Did they change their intended path? No. Did they indicate which way they intended to turn? No hand signals were given - indicating a right turn is problematic as the right hand is needed to maintain pressure on the accelerator- a legacy of the scooters coming from a country that drives on the right of the road?</p> <p>The chosen parking places for the scooters have not pleased all. The relatively narrow shared pavement at the junction of Windmill Rd (S/E side) and Old Rd N/E side is a blind corner, with overhanging bushes and poor visibility. Is it really necessary to include that as a designated parking area when the pavement on the W side of Windmill Rd at that junction is also designated as a parking place and is extremely spacious?</p> <p>Some residents are disturbed by late night noise when scooters are parked or taken for a ride, or drugs are consumed at the parking areas; this might suggest that parking bays should not be too close to residential properties.</p> <p>In Headington the e-scooters are not being used for their intended purpose of enabling users to travel from A to B without using their car, and in the open air, freeing up road space, improving air quality. Users are not getting exercise; this is not active travel. Nor are the scooters environmentally-sound, given the batteries and charging involved.</p> <p>The Voi guidelines for users are clear and unequivocal. So you might ask why have I not reported inconsiderate behaviour? The speed of the scooters means that once one has escaped from a near-collision, the scooter has moved on and its number (in smallish lettering) cannot be read. Larger lettering would be helpful.</p>
(185) As an individual, (Iffley)	<p>Headington & Marston Trial - Object</p> <p>The brightly coloured hire cycles scheme was disaster, abandoned everywhere-ugly</p> <p>These VOI E-scooters are bright orange, max is 15mph, dangerous no horn or warning in quiet routes such as Littlemore-Iffley-Cowley which is pedestrianised with cycles.</p> <p>The cycles don't ring bells, just charge through pedestrians- imagine E-scooters will be the same</p>

	<p>Couldn't find Cowley & East Oxford, Iffley questionnaire These areas have already had LTN planters put in roads with no warnings, irate drivers, not on sat navs-are Council putting up webcams to monitor these & E-scooters Test cases RTA's ancient law relating to horse & carts-dangerous to pedestrians</p>
(186) As an individual, (Headington, Oxford)	<p>Headington & Marston Trial - Object They are a hazard to pedestrians and cyclists, discouraging active travel. So far, based on lots of observation around the streets of Headington, they appear to be used by young people merely for fun, i.e. they are not substituting car journeys.</p> <p>The rights of vulnerable people and children on the Highway must be considered - these scooters have high 'public nuisance' credentials.</p> <p>The environmental credentials of VOI are questionable, especially when seen in comparison to cycling and walking. The Police should not be claiming they have a positive environmental benefit - this is highly contestable and wrong for a public body to be advocating on behalf of a private company.</p> <p>While there is a climate emergency and huge political pressure to do 'green' things, if the Council to embraces this Voi technology fad, it is creating a distraction from broader issues of spatial planning, public transport provision that have a far bigger effect on net zero and climate resilience.</p> <p>Focus on the big issues, and avoid elected members getting a feel good factor from a measure that will make little difference in the Headington locality.</p>
(187) As an individual, (Oxford)	<p>Headington & Marston Trial - Object Scooter riders have no road sense Older children are riding Other electric scooter owners think it is ok to ride on the road Ugly and scattered around area</p>
(188) As an individual, (Headington)	<p>Headington & Marston Trial - Object</p>

	<ol style="list-style-type: none"> 1. Road indiscipline amongst E-scooter riders is very prevalent. Many, possibly a majority, ride on the pavements instead of on the road. The riders frequently carry out undisciplined manoeuvres, for example, to avoid waiting at traffic lights. [see: junction of Old Road/Windmill Road.] 2. E-scooter riders can often be seen giving a friend a 'lift' on the e-scooter. 3. It would appear that the E-scooter company (Voi) makes little or no effort to enforce the regulations about E-scooter use on our roads. 4. E-scooters do not in any way exercise their users as the user is statically standing up. 5. The vast majority of E-scooter riders are plainly using them for pleasure, and not for transport to workplace or home. 6. The E-scooters are often left at places other than designated parking points. This inconveniences other pavement users. 7. E-scooter riders very rarely wear helmets. I have seen a couple of helmet users. None wore the helmets with straps fastened. 8. E-scooter riders contribute to pavement insecurity. (See description of 'pavement insecurity' below.) <p>Pavement insecurity. is an ever-present reality in Headington. A pedestrian now must not assume that because she/he is on the pavement she/he is safe. They must beware of other users of the pavement who are not pedestrians. These may be a source of danger. They are usually cyclists, but may also include runners, skate-boarders, e-scooter riders, and mobility scooters.</p>
<p>(189) As an individual, (Marston)</p>	<p>Headington & Marston Trial - Object</p> <p>Unfortunately my experience of the e-scooters been overwhelmingly negative.</p> <p>Whilst e-scooter borrowing might be attractive in theory, it does not work in practice here in Oxford, and should be scrapped immediately.</p> <p>Here are some examples:</p> <ol style="list-style-type: none"> 1. My experience is that too few riders of e-scooters (and particularly borrowed e-scooters) take responsibility for traffic safety. One repeatedly witnesses highly irresponsible operation of the e-scooters. In the most severe example, my 10-year-old daughter and I were nearly crashed into at speed by one of the e-scooters whilst we crossed Marston Road on foot, when the e-scooter rider failed to heed a red light at a zebra crossing. This was a terribly dangerous near-collision, witnessed by others at the scene. Yet for obvious reasons we do not have a culture and expectation of traffic safety with e-scooters as we do with cars, so everyone at the scene had the sense there was nothing to be done, and the e-scooter did not stop. Moreover, lacking a registration number, the e-scooter and its rider were

	<p>untraceable. Had it been a car rather than an e-scooter that nearly bowled us over, the car and driver would have been traceable, and the incident would clearly have been a matter for the police.</p> <p>2. One frequently sees the e-scooters strewn on the pavement, sometimes obstructing areas for foot or cycle traffic. And even if "parked" in designated e-scooter parking areas, they are frequently knocked over on their sides, looking a mess and presenting trip hazards.</p> <p>3. E-scooters are unnecessary in Oxford. Many of us in Oxford walk or ride bicycles already, so who needs an e-scooter? Walking and cycling are perfectly sufficient in Oxford for the majority of journeys, and indeed they are preferable as they provide exercise, fitness, and consume no fuel so are environmentally preferable.</p> <p>4. E-scooters do not replace cars. One will never use an e-scooter to do what one would otherwise do in a car. So e-scooters do not benefit Oxford traffic.</p> <p>I am not suggesting banning e-scooter use by those who own them. But the borrowing scheme has serious negative results and should be scrapped.</p>
<p>(190) As an individual, (oxford)</p>	<p>Headington & Marston Trial - Object</p> <p>1. completely unnecessary. Only young people use them - I've not seen anyone over thirty on one, and they are being used as TOYS.</p> <p>2. Very poor behaviour by users, particularly riding on pavement (a lot!), two people on one scooter, scooter riders taking selfies while riding (on the pavement!). Users have no road sense: I saw one young woman lose control and crash (her companion, on another scooter thought it was hilarious)</p> <p>3. unsafe use: a youth carrying two large packs of tinned beer across the standing area on the scooter. One pack fell off in the road. (User was scootering up the wrong side of the road at the time.)</p> <p>4. Incredibly stupid location for scooter parking. Was placed on corner of street known as a drug dealing hot spot - only encouraged people to congregate. Also, scooter storage place outside Cheyney School is dangerous, the scooter are stored on the main pavement half-way round the curved railings on this corner. They constitute a significant hazard to pedestrians, particularly anyone partially sighted or using a mobility scooter. There is plenty of room to position the scooters off the main pathway at this point (and there's another scooter parking spot on the opposite side of Warneford Lane). Please relocate this one ASAP, do not wait until the end of the scheme.</p> <p>5. This is not the way to improve use of our streets. The scooters are used as toys by youths, some of whom have no idea of the highway code. The Council have pulled down funding from central government and have squandered it on this ridiculous scheme.</p>

<p>(191) As an individual, (London)</p>	<p>Headington & Marston Trial - Object I lived in Oxford for 10 years, where I was a consultant at the John Radcliffe Hospital. I am a frequent visitor to Oxford.</p> <p>Oxford is already one of the most unsafe cities in the UK for cyclists. The injuries that I witnessed to young pts at the hospital was simply awful. The addition of e-scooters to the mix will only result an increase in the number of accidents in Oxford.</p> <p>My experience in London is that e-scooter users are much less likely that cyclists to obey rules and frequently use the pavement with any regard for pedestrians. Although the experiment is supposedly limited, their 'encouragement' in one area of town will only increase their use in others.</p> <p>Oxford is already busy, congested, unsafe and frequently unpleasant. Adding scooters to the mix will not make it better. Only worse.</p>
<p>(192) As an individual, (Marston, Oxford)</p>	<p>Headington & Marston Trial - Object E-scooters are fast and silent. There have been many incidents in the past year around the UK and Europe when people have been injured by e-scooters, I consider them to be dangerous.</p> <p>They are not "green" as they are powered by electricity from whatever source the power-grid uses (this could be fossil fuels, and usually is) The batteries are made from rare, non-renewable metals that are sourced mainly from African mines which often operate forms of modern slavery.</p> <p>I am strongly opposed to e-scooters in general, I think that people should be encouraged to cycle instead. Cycling has many benefits for the body and soul, are less dangerous and more stable than e-scooters, and do not encourage laziness or require electricity. An improvement to single-person transport should focus on cycling.</p>

<p>(193) As an individual, (Oxford)</p>	<p>Headington & Marston Trial – Object I read that escooters will be allowed to use bus lanes and cycle lanes. These are already well used and iil-suited to more traffic. Insurance is a big bugbear. Police state that as e-scooters aren't insured then vehicles, bikes & pedestrians are unable to claim from the rider. Voi has stated various measures to "discourage" users e.g.Reaction test, Beginners mode, and End of the ride photo. None of these can be guaranteed to be en-forced whether by Voi or police who have insufficient manpower to 'discourage' cyclists from riding on pavements. The frequent sight of cyclists on pavements is a nightmare for mums pushing buggies and pedestrians generally. So how would misbehaving riders be brought to book? When Oxford City Council licensed three cycle hire firms only chaos ensued and they all withdrew from Oxford - proof of bad planning by OCC. Nearly all Oxford residents own a bike or car as well as two feet! There's no need for e-scooters to be allowed into the already overcrowded streets of Oxford. I am a car owner, cyclist and pedestrian who has lived here for over 30 years</p>
<p>(194) As part of a group/organisation, (Oxford)</p>	<p>Headington & Marston Trial - Object Poorly introduced and inadequately controlled use of E-scooters is a risk to public.</p>
<p>(195) Rather not say, (Marston)</p>	<p>Headington & Marston Trial - Object It is unreasonable to cause congestion on the already congested roads, with slow moving vehicles that are likely to cause accidents for motorists by adding to their attention bucket. It will be difficult to police proper highway behaviour with scooter riders, there is already a dearth of bicycle riders who do not use bicycle lights and this will be adding to an already dangerous situation for motorists who carry the burden of responsibility for road safety. There is little evidence to support that scooters will be policed by acting according to highway laws, the same way that bicycle riders flout basic highway laws. The scooter riders have the option of public transport which Oxford city council promotes and this should remain their option.</p>
<p>(196) As an individual, (Headington)</p>	<p>Headington & Marston Trial - Concerns 1. I've noticed many youngsters on scooters who appear to be too young to have a driving licence (and therefore insurance) 2. Very rarely have I seen any riders wearing helmets 3. I saw one scooters with two people on</p>

<p>(197) As an individual, (Oxford)</p>	<p>Headington & Marston Trial - Concerns There is no accountability or enforcement. I have seen these scooters being ridden on pavements, without helmets and by people who look too young to hold a driving licence. There is no way to capture the 'reg' number as the speed past you before you can even see them. Their silent nature means that you don't here them until its too late. Also seems to legitimise the illegal use of private e-scooters</p>
<p>(198) As an individual, (Oxford)</p>	<p>Headington & Marston Trial - Concerns The e-scooters are dangerous. I have been nearly hit several times by users travelling at high speeds, and the pavement parking creates a trip hazard.</p>
<p>(199) As an individual, (Littlemore)</p>	<p>Headington & Marston Trial - Concerns Concerned that while these have to follow rules, there are many privately owned e-scooters that are not adhering to the law and the law is not being enforced. Have seen many in Littlemore being used on pavements/by children/sometimes 2-up/going too fast/crossing roads without due care and attention, so very dangerous. I happened to be near a policeman who witnessed 2-up, adult and child on the pavement, and when I asked about it he said they are not taking action as this is a 'discretionary period'. So ok in principal but need to be used properly and safely.</p>
<p>(200) As an individual, (Oxford)</p>	<p>Headington & Marston Trial - Concerns More information needs to be provided to assess the implications of this trial. Exactly which roads are involved (please provide a map.) What rules/guidelines would e-scooter riders have to adhere to, e.g. would they be allowed to use bus lanes, cycle lanes, cycle paths, footpaths, pavements? Would they be allowed to weave in and out of slow moving traffic? Would they be allowed to scoot in the centre of the road, holding traffic up to 15mph? How would e-scooter riders behaving carelessly/dangerously be (a) identified, and (b) reported</p>
<p>(201) As part of a group/organisation, (Oxford)</p>	<p>Headington & Marston Trial - Concerns Currently cyclists often do not keep to the cycle lanes as some of the lanes are not continuous and use pavements - e scooters will do the same E scooters will have a speed advantage up hill and overtaking cyclists will stray onto the road or pavement. e scooter riders should be required to ware helmets</p>

<p>(202) As an individual, (Risinghurst)</p>	<p>Headington & Marston Trial - Concerns E-scooters are dangerous on paths because they go so fast and people don't understand how to use them. They are dangerous on roads because even with a light, the rear light is so close to the ground it is hard to see them. When there were all the rental bikes around Oxford, they were left on pathways and littered the area. The scheme(s) didn't take off, and were soon abandoned. The area that these scooters will be available to ride doesn't cover much ground - since you can't get all the way into Oxford City on them it seems strange. E-scooters do not help encourage people to get healthy - they don't require much exercise and so don't help the community get fitter. The introduction is described as an "experiment" but I cannot see a way that's described of measuring if it has been a success, no aims or outcomes are given, no experimental hypothesis to explain what the measures will be, no information on the experiment's methods... etc. How will this be regulated? Will it require PCSOs/TEOs/Police to check they are being used correctly? How will only people with a driving license over 17 be checked?</p>
<p>(203) As an individual, (St Clements Oxford)</p>	<p>Headington & Marston Trial - Concerns What is the proposed upper speed limit for this trial? One of your covering documents says 15.5mph the other says 15mph. And who can hire them? Again one covering document says 17 year olds, the other 18 year olds. Extra space for walking, cycling and scooting is necessary for the safe use of e-scooters. Designated scooter parking is a must to stop people dumping them when they're finished with them, and to avoid taking space away from people walking. We saw the problems which dumped dockless rental bikes caused by obstructing the pavement. Cities and towns worldwide have tried them and they are a hazard for pedestrians, particularly for blind or partially sighted people, deaf and infirm people. E-scooters are harder to handle than bicycles. They have smaller wheels, the footplates are closer to the ground and if you meet a pothole you are much more likely to come off than if you are cycling. The speed, acceleration and fact that e-scooters are very quiet are all going to cause alarm and potential danger to more vulnerable pedestrians, including the elderly and more frail, those with mobility issues and those living with sight or hearing loss. When e-scooters are ridden in poor weather conditions on busy roads by potentially inexperienced users the hazards to riders and others will be even greater. The poor state of our roads mean that we don't have the right infrastructure in place to support e-scooters. This has already led to people using illegal scooters on the pavement because they are scared to use the road. RNIB and the Bicycle Association agree that the current cycling infrastructure is not up to the job.</p>

	<p>The unregulated and illegal e-scooters already on our roads and pavements cause a hazard to pedestrians. Who will enforce against the use of these illegal scooters? I think I know that answer to that - nobody. But I suspect the hire e-scooter trial will encourage more use of illegal scooters as well. Who will enforce against the new, legal e-scooters being used illegally on pavements? Again nobody. Who will enforce against any scooters being "souped up" so that they can travel at faster than the permitted speed (all too possible and not a difficult modification I gather)? Again nobody.</p> <p>In the past week (late April 2021) a new e-scooter parking bay has been installed at the end of London Place OX4. Th e-scooters are being hired by teenagers who do not appear to meet the age restrictions on the trial and they are using the pavement of London Place as a training school before they go further afield. At one point last week one child was racing up and down the pavement increasingly fast and dodging commuters, as it was between 5 and 6 pm. E-scooters are also regularly using the pavement at the side of Headington hill, Marston Rd and Morrell Avenue. In theory e-scooters could be a great way to reduce traffic congestion and support those who want to make short local journeys. I would support the trial and the use of scooters more generally if our society had a greater regard for older people and their needs, did not constantly put the needs of pedestrians last on the list of transport priorities, and if the users of e-scooters were considerate and law-abiding. Sadly none of these things appear to apply to our society and I am very fearful of the roll-out of this trial and any subsequent moves to introduce e-scooters to Oxford.</p>
<p>(204) As an individual, (Oxford OX4)</p>	<p>Headington & Marston Trial - Concerns On 22 February 2021 16.55 hrs On corner of Divinity Road and Morrell Avenue 4 scooters parked across the pavement. The 4 of them parked in 2 rows of 2 reduced the width of the pavement. I am currently using 2 crutches to walk. A neighbour who permanently uses a wheelchair and has a support dog who is trained to walk beside her wheelchair, on turning the corner suddenly found her pathway was blocked . I was unable to get past her because of the lamp post. As I'm on crutches I was unable to move the 4 scooters out of her way. I took a photo of these 4 scooters nos 4M4M, 58P6, PE53, VJPU. The app does not clearly show that the parking area for voi scooters is near the curb, not the inner part of the pavement . Careless users will not look closely enough at the app to notice this and block the area of the pavement pedestrians use</p>

<p>(205) As an individual, (Oxford)</p>	<p>Headington & Marston Trial - Concerns It is great with environmentally friendly means of transport. Some additional work is needed to make it work. Campaigns are needed to educate users on how and where to use them. In other places it has been successful having the police during busy periods (1 afternoon once a semester might be sufficient) fining people using them incorrectly. That way people learn there are consequences for misuse.</p>
<p>(206) As an individual, (Headington, Oxford)</p>	<p>Headington & Marston Trial - Concerns Scooters travel speed is too slow for roads and too fast for pavements. I've witnessed scooters being driven along the eastern bypass and onto the risinghurst slip road, this road isn't suitable for scooters and is just hazardous for all. The scooters, like the bikes before them, have been 'dumped' on pavements blocking access for pedestrians and forcing vulnerable people onto the roads, including wheel chair users. That's unacceptable.</p>
<p>(207) As an individual, (Marston Oxford)</p>	<p>Headington & Marston Trial - Concerns I have concerns about the policing of e-scooter use. I frequently see what appear to be underage users and users on the pavement.</p>
<p>(208) As an individual, (Oxford city)</p>	<p>Headington & Marston Trial - Concerns The regulations are frequently not adhered to. I have observed numerous times when scooter users scoot on pavements, do not wear crash helmets or carry a passenger. Scooting on pavements is the most common of these - on one occasion I was almost crashed into by a scootist coming from behind me quite fast (I had stepped aside to avoid another pedestrian). There is no policing of the use of these scooters, as we never see a PCSO or police officer in Headington nowadays. There is no point in having tight regulations on the use of the scooters if they are not enforced. I would like to see evidence that use of the scooters is replacing more environmentally harmful modes of transport. Users seem to be mostly young/students who might otherwise have walked or used buses - both of which would be more beneficial either to the individual's health or to the amenities of the community (buses need passenger numbers).</p>
<p>(209) As an individual, (Oxford)</p>	<p>Headington & Marston Trial - Support I am broadly in favour of this scheme, as it will be licensed and regulated. I am unsure whether there will be docking stations, or whether the scooters can be left anywhere. My concerns arise from the fact that quite a large number of</p>

	<p>people are riding on illegal e-scooters at the moment, and I don't know whether the police are taking any action in this respect. As a retired magistrate, I don't even know whether there is a specific part of the law which deals with illegal conveyances, as I never came across this in 30 years. You will say that you have no control over the use of illegal e-scooters, however I raise the point, because you can work with the police to discourage their use.</p>
<p>(210) As an individual, (oxford)</p>	<p>Headington & Marston Trial – Support Good solution to get people not using their cars. Please ensure the out of service scooter are fixed within a given SLA, so users are not deter from using them. Please ensure the scooter are fixable and not replaced when broken. Please ensure batteries at end of life are disposed properly.</p>
<p>(211) As an individual, (Oxford)</p>	<p>Headington & Marston Trial - Support They're about the same speed as a bike, so there's no reason not to treat them similarly.</p>
<p>(212) As an individual, (Oxford)</p>	<p>Headington & Marston Trial - Support Great idea to reduce traffic</p>
<p>(213) As an individual, (Marston, Oxford)</p>	<p>Headington & Marston Trial - Support There should always be space for trying something - to gather the evidence and make decisions based on evidence rather than grumpiness</p>
<p>(214) As an individual, (Headington)</p>	<p>Headington & Marston Trial - Support Appear to be well used. Enjoyable. Some safeguards in place (eg restricted locality, slower speeds on main roads). Only thought is to encourage users to wear helmets, as per bikes.</p>
<p>(215) As an individual, (Wolvercote)</p>	<p>Headington & Marston Trial - Support Allows teenagers to travel safely for free and with a low carbon footprint in Oxford instead of lift by parents. Increases the range of travel into and out of Oxford for zero carbon, personal emission vehicles. It will be an established mode of transport in 10 years time, so Oxford should pioneer the mode with safe cycle ways</p>

	<p>for PEVs</p>
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Generally, hypocritical to fine PEVs when cyclists are riding on pavements and riding electric bikes on cycle ways with no restrictions.