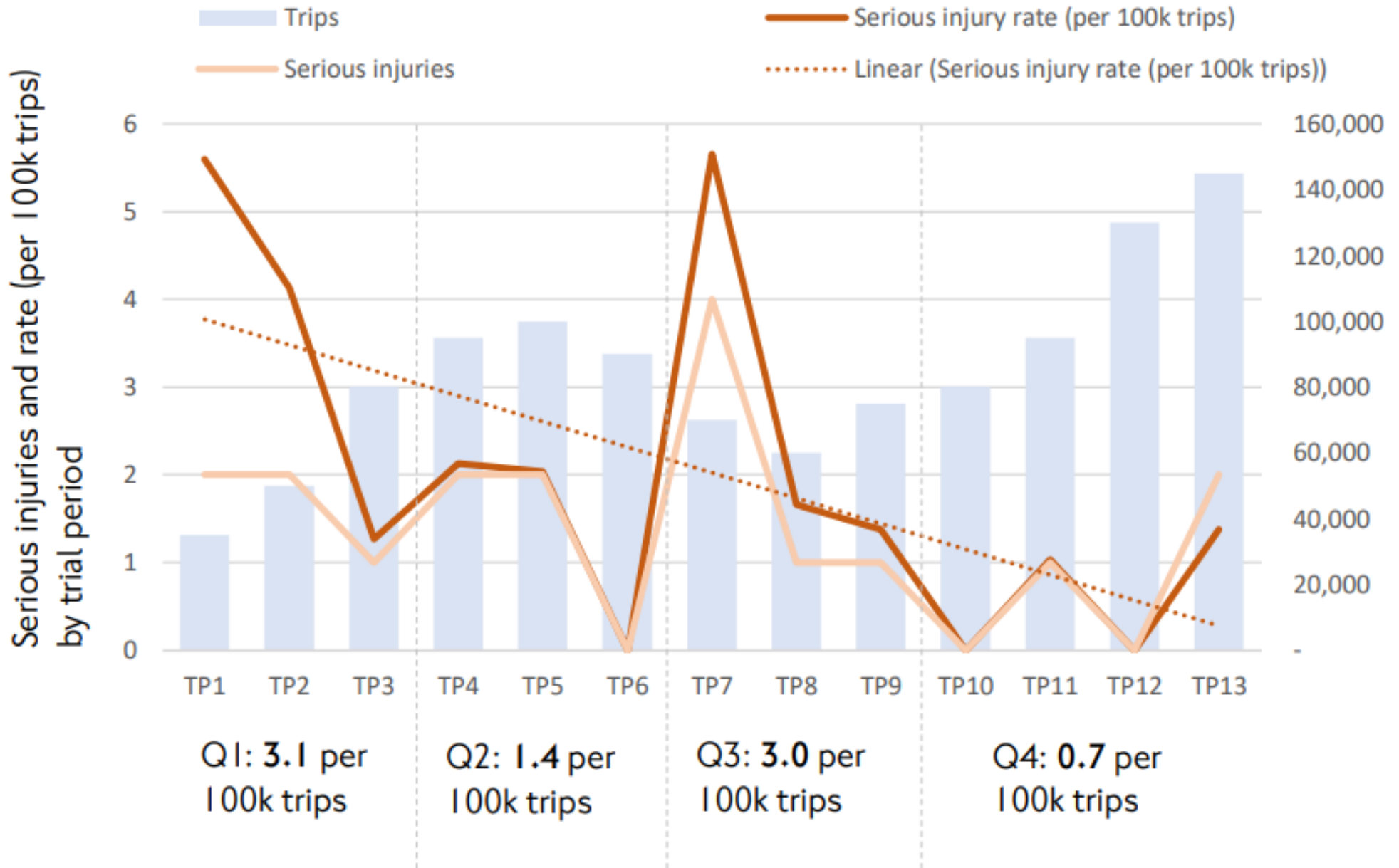


## Appendix I

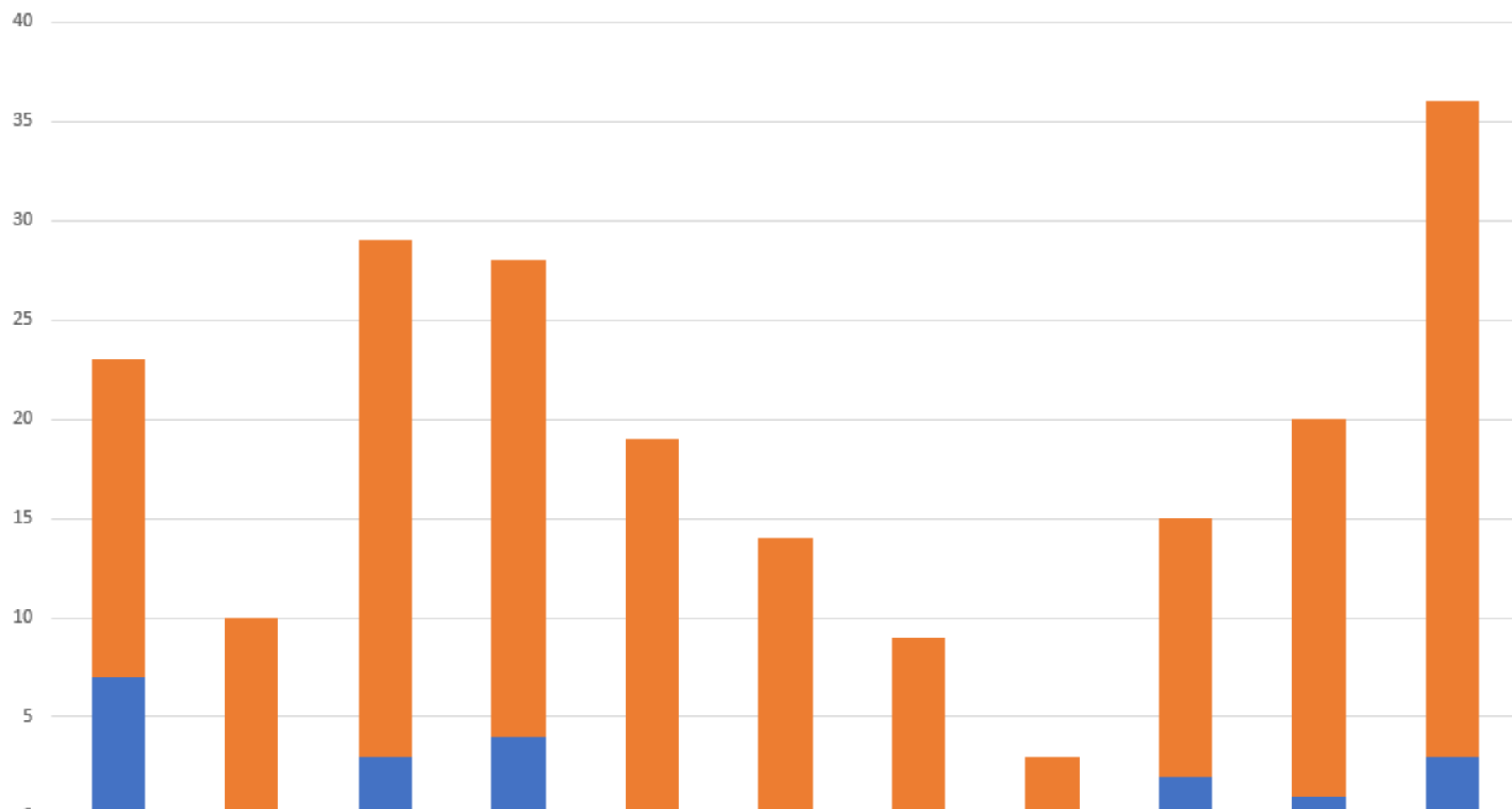
**Table 1: London e-scooter trial headline metrics**

<b>Trial Period<sup>1</sup></b>	<b>Dates</b>	<b>Permitted Fleet Size<sup>2</sup></b>	<b>Total Trips<sup>3</sup></b>	<b>Average trip distance</b>	<b>Average trip duration</b>	<b>Serious injuries reported by operators<sup>4</sup></b>
<b>TP1</b>	07 Jun – 04 Jul 2021	600	35k	2.9 km	24 mins	1
<b>TP2</b>	05 Jul – 01 Aug 2021	1,200	50k	2.7 km	22 mins	2
<b>TP3</b>	02 Aug – 29 Aug 2021	2,700	80k	2.8 km	21 mins	2
<b>TP4</b>	30 Aug – 26 Sep 2021	2,835	95k	2.8 km	22 mins	1
<b>TP5</b>	27 Sep – 24 Oct 2021	3,480	100k	2.5 km	18 mins	3
<b>TP6</b>	25 Oct – 21 Nov 2021	3,585	90k	2.5 km	18 mins	0
<b>TP7</b>	22 Nov – 19 Dec 2021	3,585	70k	2.4 km	17 mins	4
<b>TP8</b>	20 Dec 2021 – 16 Jan 2022	3,585	60k	2.5 km	18 mins	1
<b>TP9</b>	17 Jan – 13 Feb 2022	3,585	75k	2.4 km	16 mins	1
<b>TP10</b>	14 Feb – 13 Mar 2022	3,885	80k	2.4 km	16 mins	0
<b>TP11</b>	14 Mar – 10 Apr 2022	4,010	95k	2.5 km	16 mins	1
<b>TP12</b>	11 Apr – 08 May 2022	4,010	130k	2.6 km	17 mins	0
<b>TP13</b>	09 May – 05 Jun 2022	4,100	145k	2.6 km	17 mins	2
<b>TP14</b>	06 Jun - 03 Jul 2022	4,125	180k	2.8 km	18 mins	2
<b>TP15</b>	04 Jul – 31 Jul 2022	4,125	180k	2.7 km	17 mins	1
<b>TP16</b>	01 Aug – 28 Aug 2022	4,365	170k	2.7 km	17 mins	0
<b>TP17</b>	29 Aug – 25 Sep 2022	4,425	140k	2.5 km	16 mins	1
<b>TP18</b>	26 Sep – 23 Oct 2022	4,425	125k	2.4 km	15 mins	0
<b>TP19</b>	24 Oct – 20 Nov 2022	4,425	125k	2.4 km	14 mins	0
<b>Total / Average</b>			<b>2.02m</b>	<b>2.6 km</b>	<b>17 mins</b>	<b>22</b>



# Appendix K

## Distribution of Casualties across the E-Scooter Trial Area to end of Sept 2022



■ Slight  
■ Serious

■ Serious ■ Slight

## Appendix L – TfL’s contract relet updated specifications

- 1) Revised liability insurance requirements – previous specification adds no value but adds costs, so these have been removed and does not pose additional risks to the stakeholders.
- 2) Contract duration now two years plus one year extension. This tenure should cover the period of a full regime review if the Government Bill is passed by parliament in 2024/25.
- 3) Increased flexibility for additional boroughs to join the trial.
- 4) Enhanced data requirements – this is because the limited specification and requirements provided by the DfT at the beginning of the trial has caused several reporting issues. In the new contract specification, there are expanded requirements along with clarified formats and frequencies for improved reporting purposes.
- 5) Detailed minimum vehicle requirements are to be set. These will meet DfT minimum requirements but includes a series of changes to ensure vehicles are improved for consistent reporting, safety and usability. E.g., Licence plates of a common design, moped style kickstands, 12” front 10” rear minimum wheel size, wider footboard and anti-slip material, tip over sensors, two forms of parking compliance technology to ensure geofencing and GPS drift issues are improved, pavement riding detection (of any kind), automatic incident detection.
- 6) Zero-emission requirement for all operational support vehicles
- 7) Introduction of an incident management system for improved monitoring and reporting.
- 8) Requirement for ongoing innovation from operators.
- 9) A new city charges structure for participating borough’s per-period fees paid by TfL and funded by operators and relative to trip numbers. It will include additional payment structure related to parking capacity provided by borough.
- 10) A general requirement to have more formalised Service Level Agreements with each appointed operator.