

# London e-scooter rental trial headline metrics – Phase 2 Trial Period 7

Table 1: London e-scooter trial headline metrics

Trial Period <sup>1</sup>	Dates	Permitted Fleet Size <sup>2</sup>	Total Trips <sup>3</sup>	Average trip distance <sup>4</sup>	Average trip duration	Serious injuries reported by operators <sup>5</sup>
P2 TP1	25 Sep – 22 Oct 2023	4,275	85K	2.1 km	14 mins	0
P2 TP2	23 Oct – 19 Nov 2023	5,295	90K	1.9 km	13 mins	0
P2 TP3	20 Nov – 17 Dec 2023	5,295	95K	1.9 km	12 mins	0
P2 TP4	18 Dec – 14 Jan 2024	5,295	80K	1.9 km	14 mins	0
P2 TP5	15 Jan – 11 Feb 2024	5,295	90K	1.8 km	11 mins	1
P2 TP6	12 Feb – 10 Mar 2024	5,295	95K	1.7 km	11 mins	0
P2 TP7	11 Mar – 7 Apr 2024	5,295	85K	1.8 km	12 mins	1
<b>Total / Average</b>			<b>620K</b>	<b>1.9km</b>	<b>12mins</b>	<b>2</b>

<sup>1</sup> The trial is being managed using 4-weekly trial periods, where a trial period is 28 days. The trial started on 07 June 2021.

<sup>2</sup> Maximum fleet size is determined by TfL, London Councils, and the London Boroughs through a periodic 'fleet size review process' that considers operator performance over the trial period. Fleet size can change dependent on the size of the trial area, available parking capacity, feedback on performance, demand and operator compliance with service level agreements (SLAs).

<sup>3</sup> Operators have provided trip numbers. All trips under 10 metres distance, or with a duration of 0 minutes are excluded from these metrics. The total trip count has been rounded to nearest 5,000. Due to rounding at a period level, the rounded total number of trips may differ from the sum of the rounded trial period totals.

<sup>4</sup> The distance is calculated using GPS units installed on the E-scooters.

<sup>5</sup> The number of serious injuries reported to TfL by operators, taken as the period in which TfL was notified of the injury (see *Notes on injury data reported* for further definition).



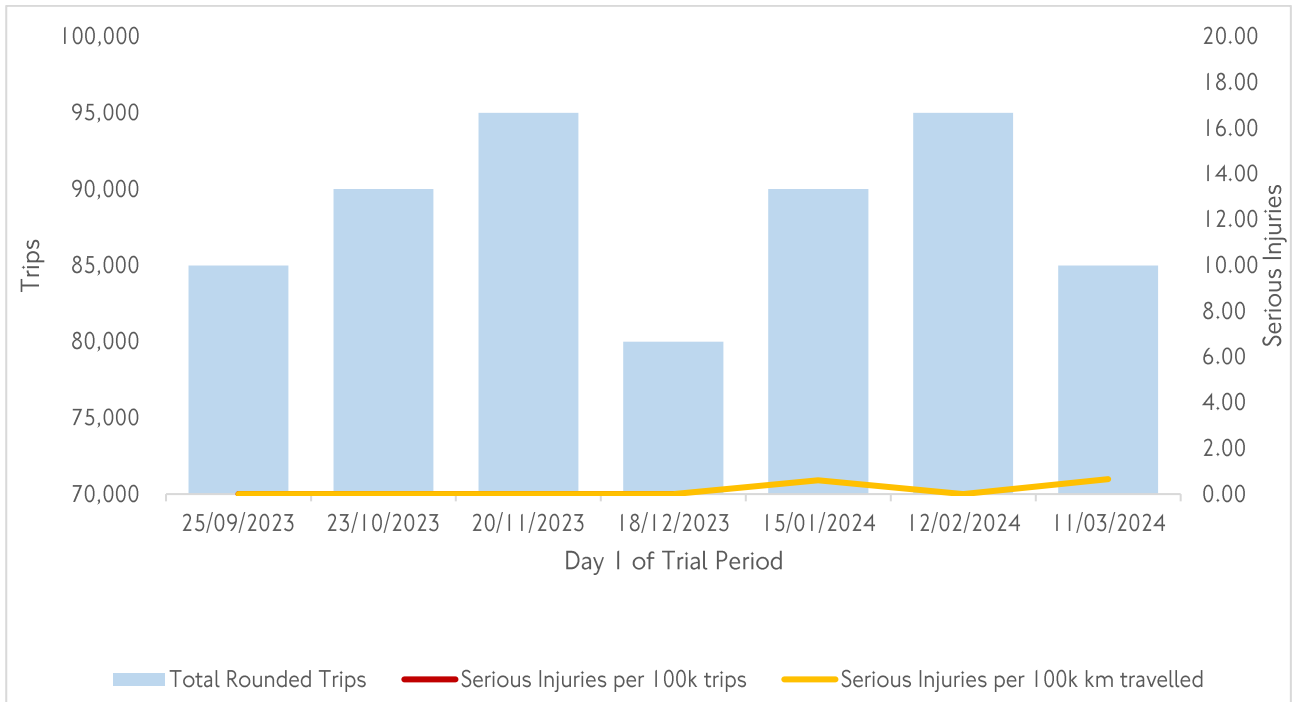


Figure 1: Graphical representation of total trips and serious injuries per 100k trips over trial periods, and serious injuries per 100km travelled<sup>4</sup>

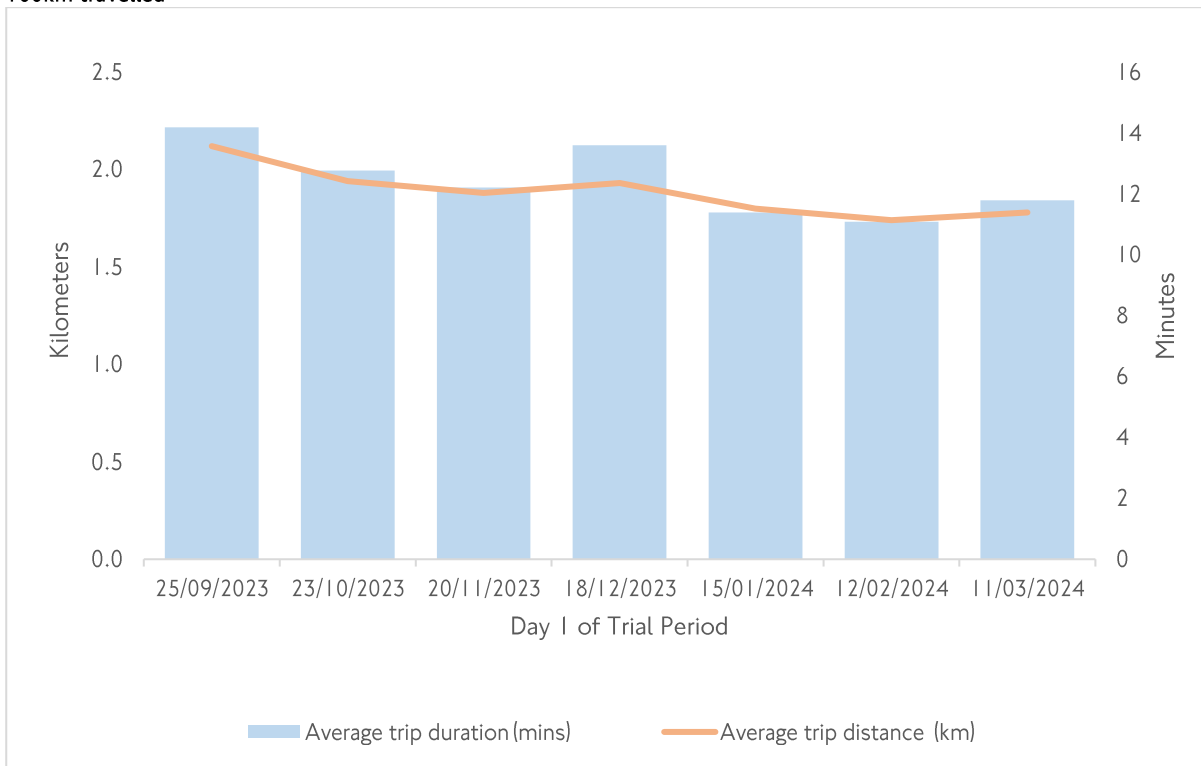


Figure 2: Graphical representation of average trip distance and duration over trial periods

<sup>4</sup> Serious injuries per 100,000 trips by trial period is calculated by dividing the count of serious injuries reported by operators and total trip count and multiplying this figure by 100,000.



**Table 2: Participating boroughs and trial period joined**

Borough	TP1	TP2	TP3	TP4	TP5 on-wards
Camden					
City of London					
Ealing					
Hammersmith & Fulham					
Kensington & Chelsea					
Lambeth					
Richmond upon Thames					
Southwark					
Tower Hamlets					
Westminster					

### Notes on Data

There are some minor amendments to previously published trip data due to a revision in the definition of a trip from 50m to 10m, to improve accuracy of reporting.

### Notes on injury data reported

The safety of e-scooter riders, and other road users, is paramount to this trial. TfL will use a number of data sources to monitor and evaluate the trial including safety incidents and perceptions of safety. Gaining accurate safety data on e-scooters from a single source is challenging. STATS19 data cannot be relied upon to provide a comprehensive picture, as e-scooters are not identified as a vehicle type. E-scooter data is likely to be recorded under the vehicle type 'other' category. Accurate data is therefore further dependant on additional data being entered or correctly reported as free text field to identify whether the e-scooter is private or rented and if rented from which company.

To maintain consistency with STATS19 definitions, but using operator reported data as the main source, a serious injury is categorised as an injury for which a person is detained in hospital as an 'in-patient', or any of the following injuries whether or not they are detained in hospital; fractures, concussion, internal injuries, crushing's, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the collision.

