

London e-scooter rental trial headline metrics – Phase I Trial Periods 1 - 30

Table 1: London e-scooter trial headline metrics

Trial Period ¹	Dates	Permitted Fleet Size ²	Total Trips ³	Average trip distance ⁴	Average trip duration	Serious injuries reported by operators ⁵
TP1	07 Jun – 04 Jul 2021	600	35k	2.9 km	24 mins	1
TP2	05 Jul – 01 Aug 2021	1,200	50k	2.7 km	22 mins	2
TP3	02 Aug – 29 Aug 2021	2,700	80k	2.8 km	22 mins	2
TP4	30 Aug – 26 Sep 2021	2,835	100k	2.8 km	21 mins	1
TP5	27 Sep – 24 Oct 2021	3,480	105k	2.5 km	18 mins	3
TP6	25 Oct – 21 Nov 2021	3,585	95k	2.5 km	18 mins	0
TP7	22 Nov – 19 Dec 2021	3,585	75k	2.4 km	17 mins	4
TP8	20 Dec – 16 Jan 2022	3,585	65k	2.5 km	18 mins	1
TP9	17 Jan – 13 Feb 2022	3,585	75k	2.4 km	16 mins	1
TP10	14 Feb – 13 Mar 2022	3,885	85k	2.4 km	16 mins	0
TP11	14 Mar – 10 Apr 2022	4,010	100k	2.5 km	16 mins	1
TP12	11 Apr – 08 May 2022	4,010	135k	2.6 km	17 mins	0
TP13	09 May – 05 Jun 2022	4,100	150k	2.6 km	17 mins	2
TP14	06 Jun – 03 Jul 2022	4,125	190k	2.8 km	18 mins	2
TP15	04 Jul – 31 Jul 2022	4,125	185k	2.7 km	17 mins	1
TP16	01 Aug – 28 Aug 2022	4,365	175k	2.7 km	18 mins	0
TP17	29 Aug – 25 Sep 2022	4,425	145k	2.5 km	16 mins	1
TP18	26 Sep – 23 Oct 2022	4,425	130k	2.4 km	15 mins	0
TP19	24 Oct – 20 Nov 2022	4,425	130k	2.4 km	14 mins	2
TP20	21 Nov – 18 Dec 2022 ⁶	4,755	90k	2.2 km	13 mins	1
TP21	19 Dec – 15 Jan 2023	4,755	65k	2.3 km	14 mins	0
TP22	16 Jan – 12 Feb 2023	4,590	80k	2.1 km	12 mins	0
TP23	13 Feb – 12 Mar 2023	4,490	75k	2.0 km	12 mins	0
TP24	13 Mar – 9 Apr 2023	4,490	85k	2.1 km	14 mins	1
TP25	10 Apr – 7 May 2023	4,590	90k	2.2 km	15 mins	0
TP26	8 May – 4 Jun 2023	4,590	110k	2.3 km	16 mins	1
TP27	5 Jun – 2 Jul 2023	5,010	140K	2.4 km	16 mins	1
TP28	3 Jul – 30 Jul 2023	5,010	120K	2.2 km	15 mins	0
TP29	31 Jul – 27 Aug 2023	4,900	110K	2.3 km	15 mins	1
TP30	28 Aug – 24 Sep 2023	4,900	110K	2.3 km	15 mins	0
Total / Average			3.30m	2.4km	17mins	29

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

² 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).

³ 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.

⁴ the distance is calculated using GPS units installed on the E-scooters.

⁵ 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).

⁶ The trial was suspended from approx. 21:00 on 11/12/22 to 12:00 14/12/22 due to hazardous snowy and icy weather.



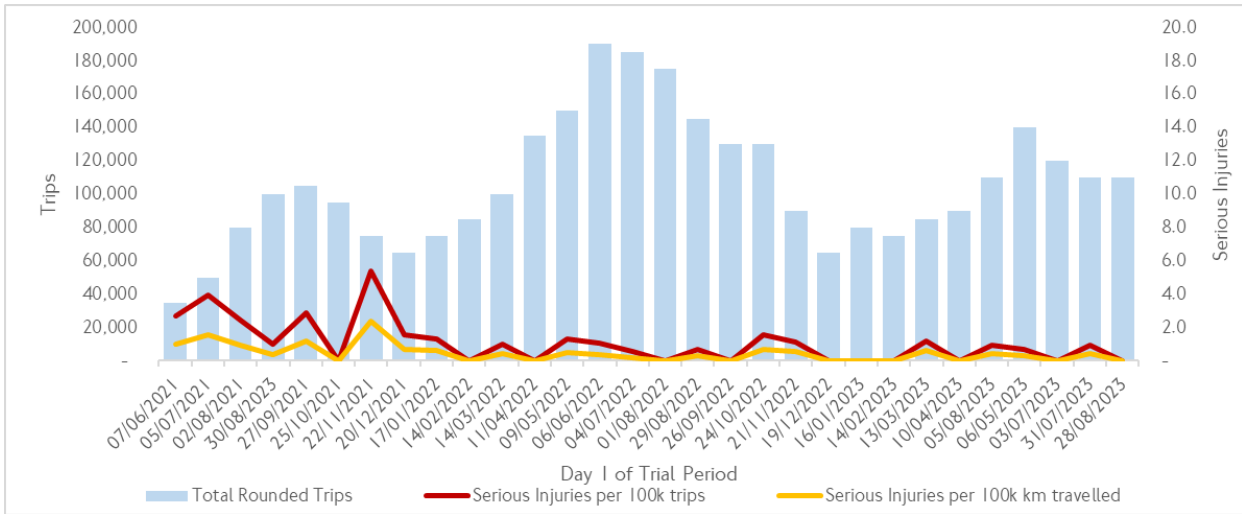


Figure 1 : Graphical representation of total trips and serious injuries per 100k trips over trial periods, and serious injuries per 100km travelled⁴

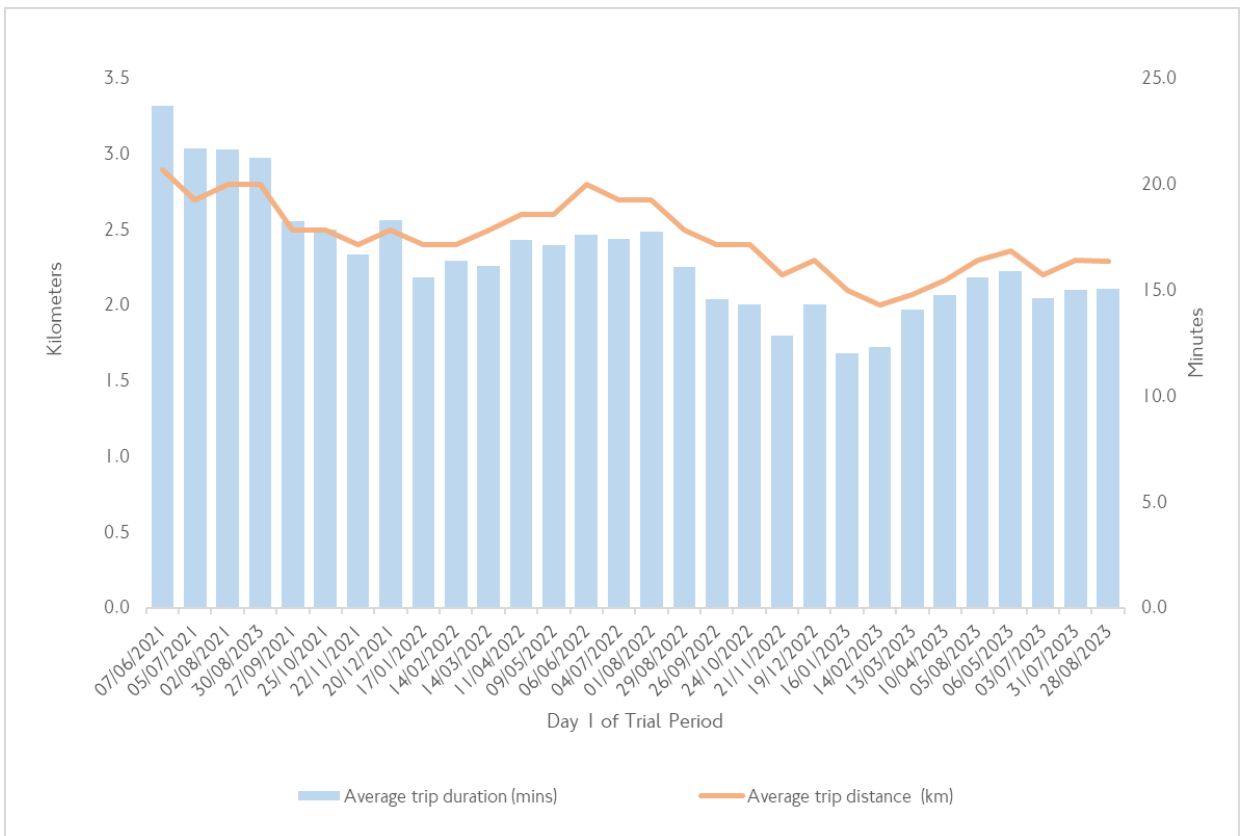


Figure 2: Graphical representation of average trip distance and duration over trial periods

⁴ 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 can't 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.

