

To Mayor and Members of London City Council,

It is my understanding that the following motion will be addressed at the July 5, 2022 meeting of Council:

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions be taken with respect to the staff report dated June 21, 2022, related to the City of London's participation in the Province of Ontario's electric kick-style e-scooter pilot:

- a) the above-noted staff report BE RECEIVED for information;
- b) the Civic Administration BE AUTHORIZED to advise the Province of Ontario that the City of London will be participating in the personal e-scooter portion of the Provincial pilot, subject to approval of Municipal Council, and will not be participating in the e-scooter share program; it being noted that the Provincial pilot ends December 2024;
- c) the Civic Administration BE AUTHORIZED to update relevant municipal by-laws to incorporate e-scooters for personal use and bring back a staff report of proposed by-law amendments to a future meeting of the Civic Works Committee and the Civic Administration BE DIRECTED to consider suggestions from the communications and comments from the delegations heard by the Civic Works Committee, with respect to the Participation in Provincial E-scooter Pilot, as they prepare the appropriate by-law amendments;
- d) the Civic Administration BE DIRECTED to monitor other municipalities involved with the Provincial e-scooter share program for the purpose of obtaining details pertinent to such plans as the Climate Emergency Action Plan, Mobility Master Plan, and The London Plan; and,
- e) the delegations heard by the Civic Works Committee and communications, with respect to the Participation in Provincial E-scooter Pilot, BE RECEIVED;

it being noted that the communications from the following individuals, with respect to this matter, were received:

- V. Lubrano III; and,
- S. Elford. (2022-T10)

I previously sent correspondence to members of the Civic Works Committee for its meeting of June 21, 2022 respecting e-scooters. It is my understanding that all members of Council received that correspondence as part of the CWC June 21, 2022 report. I would respectfully request that you read that correspondence in addition to what I communicate here, below.

I would like to say that approving the staff recommendation to proceed with personal use e-scooters per provincial approval is significantly more problematic than that of rental e-scooters. If London determines rental e-scooters to be a problem it is confusing that personal e-scooter ownership can be acceptable. The exact same safety concerns which exist for rental e-scooters exist for personal ownership, except these concerns should be ten-fold. No licensing, training, insurability or management can be adequately addressed via a few by-law changes. The municipality has no ability to control sales and communication respecting safe operation of e-scooters during the sales process. Proper and safe usage cannot be managed, or reasonably enforced, particularly in the suburbs which is where most e-scooter usage is likely to occur with personal use.

If I may, I would urge all City Councillors to reconsider the staff report and recommendation respecting the sale and purchase of personal e-scooters. E-scooters is not at all a form of transportation or a reasonable substitute for other means of transportation. Roadway infrastructure was not designed for e-scooter use. They must not operate on sidewalks for the safety of pedestrians, particularly pedestrians with disabilities and seniors. To approve e-scooters in any form or by any measure increases risk and liability, and the propensity for accident. The health care community does not need e-scooters, neither do police and by-law enforcement.

I ask that you take a similar or same approach to e-scooters as did the City of Toronto, banning them outright. Other cities, like Hamilton and Ottawa, have done a tremendous disservice to persons with disabilities and other pedestrians who have no other means than to ambulate on public sidewalks. They need no more obstructions, especially those that have no ability to regulate or manage. Staff and their report provide no compelling reason to approve private e-scooters other than they already exist within city limits. With that logic London City Council should move then to permit all manner of other illegal products or privileges equally available in the community.

The province has off-loaded permission of these so-called micro transportation devices to municipalities for no reason other than to off-load liability. I would urge Council to push back against the province and simply say no.

Thank you for allowing me time to address this matter before you.

Respectfully,

Tim Nolan