

Date: 17/04/2026
Our ref: 01/FOI/25/015862/E

FREEDOM OF INFORMATION REQUEST REFERENCE NO: 01/FOI/25/015862/E

I write in connection with your request for information dated 14/11/2026, received by Greater Manchester Police (GMP) for the following information:

I am making a request for the following information under the Freedom of Information Act 2000:

1. *The number of privately-owned e-scooters that were seized by your police force:*
 - a. *between 1 October 2021 to 30 September 2022;*
 - b. *between 1 October 2022 to 30 September 2023;*
 - c. *between 1 October 2023 to 30 September 2024;*
 - d. *between 1 October 2024 to 30 September 2025.*
2. *Of the e-scooters seized between 1 October 2021 and 30 September 2025, the number that were released back to owners:*
 - a. *between 1 October 2021 to 30 September 2022;*
 - b. *between 1 October 2022 to 30 September 2023;*
 - c. *between 1 October 2023 to 30 September 2024;*
 - d. *between 1 October 2024 to 30 September 2025.*
3. *The name and date of any specific operations your force has conducted, targeting the illegal or anti-social use of privately owned e-scooters. [Please specify if the operation also targeted enforcement of anti-social or illegal use of e-bikes or other forms of micromobility.]*
4. *Please provide the current policy or standard operating procedure for the disposal or handling of seized e-scooters.*

5. *Please provide a copy of any internal policy, guidance, or standard operating procedure (SOP) that governs how officers should approach enforcement action against e-scooter riders.*

Result of Searches

Following receipt of your request searches were conducted within Greater Manchester Police (GMP) to locate the requested information and I can confirm that some of the information requested is held by GMP. However, I am not obliged to supply you with all of the information held as exemptions apply.

Section 17 of the Freedom of Information Act 2000 requires Greater Manchester Police, when refusing to provide such information (because this information is exempt) to provide you, the applicant, with a notice which: (a) states that fact, (b) specifies the exemption in question and (c) states (if that would not otherwise be apparent) why the exemption applies.

Where redactions occur in the attached policy & procedure document, this is because that information is exempt from disclosure by virtue of the following exemptions: **Section 31(1)(a)(b) – Law Enforcement** and **Section 40(2) – Personal Information**.

The redaction of the policy author's name is exempt under Section 40(2). This represents information that identifies a living individual. To disclose this information would breach the principles of the Data Protection Act 2018. Personal data is defined by Section 1 of the Data Protection Act 2018 and means data that relates to an individual who can be identified directly or indirectly from that data. Section 40 is an absolute exemption and there is no requirement to conduct a public interest test for such data.

All other redactions are under Section 31. This is a qualified and prejudice-based exemption and as such, subject to a harm and public interest test.

S31(1) - Evidence of Harm

A Freedom of Information Act request is not a private transaction. Both the request itself and any information disclosed, are considered suitable for open publication. This is because under the Act, any information disclosed is released into the wider public domain, effectively to the world, not just to an individual.

Whilst not questioning the motives of the applicant, providing any further information relating specific operational procedures used by Greater Manchester Police would reveal our operational capability, which would be of intelligence value to criminals.

Disclosure of tactics at the police's disposal, including those used to detect and investigate crime involving electronically powered two-wheel vehicles will mean that those members of the public who are committing crimes and pose a risk to the public, would be able to formulate ways to circumvent or overwhelm GMP. If disclosed the tactics used by GMP will become less effective and will mean that the police are not able to detect and prevent crime, apprehend, or prosecute offenders or to administer justice for the wider community.

There is always a duty of care to the general public, and the Police Service has a clear responsibility to ensure the prevention or detection of crime, and the apprehension or prosecution of offenders is always delivered. There are several tactics available to the Police

Service to ensure the effective delivery of operational law enforcement. In this case, specialist policing activity is required to undertake fair investigations where it may be necessary to progress a range of reasonable lines of enquiry.

As such, the disclosure of any further information which would hinder the forces law enforcement functions cannot be in the public interest.

Public Interest Test

Factors favouring disclosure for S31 - Where public funds are being spent, there is a public interest in accountability and justifying the use of public money. Disclosure of the requested information would enable the public to assess whether the force has appropriately taken steps to help reduce and detect crime by such means as answering emergency calls in a timely manner. Release would enhance public debate as to whether the force is appropriately and effectively engaging with the threat posed by criminals.

Factors against disclosure for S31 - Disclosure that reveals our operational capabilities would compromise law enforcement tactics. Criminals could use the information to target areas of perceived weakness knowing that their activities are less likely to be detected. It may be used by criminals who are intent on pursuing their criminal activity, to identify and exploit the limitations of these resources.

To release information relating to operational policing of the road network would have a detrimental effect on our policing capabilities. Therefore, to mitigate any risks, disclosure of this information needs to be protected, to ensure that those with intent to do so cannot manipulate it or undermine its purpose in any way.

Any disclosure of information which would compromise law enforcement tactics and thus lead to more crime being committed by reducing the opportunity for the prevention and detection of crime, would therefore increase the risk to public safety, which is not in the public interest.

Balancing Test

Law enforcement is of paramount importance, and the Police service will not disclose information if to do so would undermine its purpose and place the safety of individuals at risk. Whilst there is a public interest in the transparency of using public money in policing appropriately and effectively engaging with the threat posed by criminals, there is a very strong public interest in safeguarding the integrity of police investigations and operations in this area.

As much as there is public interest in knowing that policing activity is appropriate and balanced in matters of law enforcement, this will only be overridden in exceptional circumstances. Any disclosure which hinders our capability and assists criminals cannot be in the public interest.

It is for these reasons that I have determined that the balance test favours non-disclosure of the redacted information.

The remainder of your request is not exempt, and can be answered as follows:

1.
 - a. 176
 - b. 204

- c. 136
 - d. 186
- 2. GMP's Vehicle Recovery Scheme (VRS) did not record data relating to the return to owner of vehicles in an easily retrievable electronic format prior to 06/04/2023. Therefore, no information is held for returns from the VRS prior to this date. The data below prior to 06/04/2026 relates to returns from e-scooters seized and stored by GMP's Evidential Property Unit.
 - a. 1
 - b. 1
 - c. 0
 - d. 1
- 3. No such operations have taken place. This matter would be dealt with as a part of business-as-usual and wider road safety operations.
- 4. Please see the attached, redacted, document entitled "Electronically Powered Two Wheeled Vehicles Policy & Procedure".
- 5. Please see the attached, redacted, document entitled "Electronically Powered Two Wheeled Vehicles Policy & Procedure".

Electronically Powered Two Wheeled Vehicles (EPTWV)

Policy & Procedure

Nov 2025

[illegible]

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1. Policy Statement

Our purpose is to focus on the basics: fight, prevent and reduce crime; help keep people safe; and care for victims.

This policy and procedure provides a clear framework in respect of Greater Manchester Police's approach to the use of electrically powered two-wheeled vehicles in the Greater Manchester Area. Electrically powered two-wheeled vehicle (EPTWV) enabled criminality is an emerging threat to policing in Manchester, and the public quite rightly expect that Greater Manchester Police will tackle head-on, those who utilise these vehicles for criminal purposes. Such vehicles also present a risk both to the rider and other road users, as the riders often fail to wear suitable protective equipment and frequently sustain serious or sometimes fatal injuries when involved in collisions.

GMP will work to educate and inform the users of these vehicles. We will utilise enforcement to keep the public safe, prevent and reduce their criminal use, whilst reducing the number of persons killed or seriously injured as a result of their presence on the roads of Greater Manchester.

1.1 Aims

This policy and procedure aims to provide a clear framework for officers who come into contact with the riders of EPTWVs. It will enable officers to apply a consistent and proportionate response when dealing with the driver of the EPTWV, whilst ensuring such a response takes account of public expectation, legislation and authorised professional practice.

GMP will continually strive to fight, prevent and reduce crime and harm, and keep people safe so that Greater Manchester can be a safer and welcoming place in which to live, work, learn and visit.

The main objectives are:

- To give clear guidance to officers who encounter EPTWVs during the course of their duties.
- To clarify the position of Greater Manchester Police in relation to the enforcement of legislation concerning EPTWVs.

The Government are promoting trials to consider whether to legalise the use of certain categories of these vehicles – for example E-scooters, however the use of privately-owned E-scooters outside such trials is currently incompatible with existing legislation and officers should refer to separate government issued guidance which can be found [here](#).

2. Scope

This policy describes the considerations officers who encounter the criminal use EPTWVs must take into account. "Officers" applies all warranted officers and PCSOs. This is not an exhaustive list and applies to anyone who has any kind of interaction or dealings with such vehicles whether pre-planned or spontaneously during their normal daily duties.

The policy whilst inclusive can never cater for every situation and so the organisation will still rely on the professional judgement of trained personnel. What the policy requires of staff is that all matters are resolved professionally and courteously with the needs of public at the core of the response delivered.

3. Roles & Responsibilities

3.1 Police Officers & Police Community Support Officers

Police Officers and Police Community Support Officers are the most likely group who will encounter EPTWVs during their day-to-day duties. Police Officers and PCSOs are responsible for:

- Assessing their own initial response to the presence of the EPTWV. This includes whether to engage with the rider or not and having a clear rationale for the decision made. They should create an incident log and record their rationale accordingly.
- If the Officer is driving a police vehicle, to assess whether to engage with the driver of the EPTWV in line with their level of driving authority, role, the type of police vehicle, and the [NPCC Pursuit Tactics Directory](#).
- If the EPTWV is stopped and the driver is engaging with police, determining an appropriate response to the subject's use of the EPTWV in line with the procedure referred to below; as well as their training, experience and knowledge of the circumstances at the time.

3.2 Radio Operators

Radio Operators are responsible for:

- Assessing incoming reports in line with the [Incident Response Policy and Procedure](#).
- Managing any pursuit involving an EPTWV.

4. Terms and Definitions

4.1 Acronyms

EAPCs - Electrically Assisted Pedal Cycles

EPTWVs – Electronically Powered Two Wheeled Vehicles

PCSO – Police Community Support Officers

4.2 Definitions of Electronically Powered Two Wheeled Vehicles

4.2.1 E-Scooter

- Is fitted with no motor other than an electric motor with a maximum continuous power.
- Rating of 500W and is not fitted with pedals that are capable of propelling the vehicle;
- Is designed to carry no more than one person;
- The maximum speed permitted is 15.5 mph;

- Has two wheels, one front and one rear, aligned along the direction of travel;
- Has a mass, including the battery, but excluding the rider, not exceeding 55kg;
- Has means of directional control via the use of handlebars that are mechanically linked to the steering wheel;
- Has means of controlling the speed via hand controls and a power control that defaults to the 'off' position.
- E-Scooters cannot be ridden in public areas, footpaths or on the roads.
- Where you are allowed to ride an e-scooter rented as part of a [government trial](#), how to travel safely, licensing guidance and the rules of the road.

4.2.2 Electrically Assisted Pedal Cycles (Electric Bicycles)

- An EAPC must have pedals that can be used to propel it;
- The electric motor must have a maximum power output of 250 watts, and it should not be able to propel the bike when it is travelling more than 15.5mph;
- It must either show the power output OR the manufacturer of the motor;
- It must also show either the battery's voltage OR the maximum speed of the bike;
- Helmets are not a legal requirement.
- If a bike meets the EAPC requirements it is classed as a normal pedal bicycle. This means it can be ridden on cycle paths, on the roads (not motorways) and anywhere else that pedal bicycles are allowed.
- Officially designated as 'Electrically Assisted Pedal Cycles' (EAPCs);
- Rider must be 14 or over (certain requirements apply);
- No requirement for a licence to ride and it does NOT need to be registered, taxed or Insured;
- No training is required.

Any electric bike that does not meet the EAPC rules is classed as a motorcycle or moped, which means there are different requirements for registration, taxation, licencing and personal protection equipment.

4.2.3 Other kinds of Electric Bike

Any electric bike that does not meet the EAPC rules is classed as a motorcycle or moped and needs to be registered and taxed. The rider must hold a relevant driving licence to ride one and must wear a crash helmet. This includes Sur-Ron electric motorcycles.

An electric bike must be type approved if either:

- it can be propelled without pedalling (a 'twist and go' EAPC)
 - it does not meet the EAPC rules
 - This should have been done by the manufacturer or importer at the point of purchase. If it has been 'Type' approved, it will have a plate showing its type approval number.
-

5. Procedure

5.1 Police Officers & Police Community Support Officers

This procedure applies where an EPTWV has been stopped, and it has been determined it does not meet the requirements of the legislation for EAPCs, is classed as an Electric Motorcycle and is ridden in contravention with legislation.

5.2 Seizure and Disposal of Seized EPTWVs

Greater Manchester Police has an established process for the recovery and disposal of vehicles seized under [Section 165 of the Road Traffic Act](#) - [Vehicle Recovery Policy and Procedure](#)

5.2.1 Hazard from Lithium-Ion Batteries

Lithium-ion batteries, common in EPTWVs, pose fire risks due to their potential for overheating, physical damage, or improper charging. In order to minimise this risk, Officers must ensure:

- Storage: Seized EPTWVs with lithium-ion batteries are stored in designated outside areas separate from other combustible materials and vehicles to reduce fire hazards.
- Battery Condition Checks: Upon seizure, officers or GMP Vehicle Recovery Services should visually inspect batteries for signs of damage, leakage, or overheating. EPTWVs with damaged batteries should be flagged for immediate handling and isolated until safely disposed of by a suitable contractor arranged through facilities.
- Regular Collection and Disposal: To prevent accumulation and limit exposure, GMP Vehicle Recovery Services will conduct regular collections from designated collection points (e.g., District HQs) to ensure that battery containing EPTWVs do not remain stored for extended periods.

GMP Vehicle Recovery Services should make regular collections from the designated collection locations (District HQs) to ensure that the number of seized EPTWVs does not build up in line with GMP Health and Safety Risk Assessments.

6. Associated Documents

GMP 165 Vehicle Seizure Training Package

[EV Safety Presentation](#)

[NPCC Pursuit Tactics Directory](#)

[Incident Response Policy and Procedure](#)

7. Statutory Compliance & Consultation

7.1 Statutory Compliance

7.1.1 Equality Act (2010)

An equality impact assessment has been completed for this policy and procedure and can be found [here](#).

Once the policy/procedure and associated EIA have been considered by Chief Officers at Senior Command Team (SCT) meeting, you must complete the below tables.

Date of SCT meeting where Chief Officers reviewed the EIA	29 th October 2025
Summary of Chief Officer discussions/considerations at SCT	Approved subjected to roles inserted and names removed.

State below whether Chief Officers agreed with the EIA, or selected a different outcome:

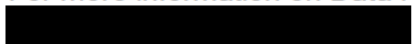
Outcome	EIA recommended	Chief Officer Decision
Approve – no changes. The policy is robust, and the evidence shows no potential for discrimination. All appropriate opportunities to advance equality and foster good relations between groups have been taken.	✓	✓
Approve – subject to amends. Changes are required to remove barriers, better advance equality or mitigate potential effects. This should be done before the policy is implemented.		
Approve – continue with policy. Despite any adverse effect or missed opportunities to advance equality, provided that it does not unlawfully discriminate. The objective justification must be recorded.		
Reject – stop the policy. If there are adverse effects that are not justified and cannot be mitigated, or any unlawful discrimination.		

7.1.2 The UK General Data Protection Regulation (UK GDPR) and Data Protection Act (2018)

Greater Manchester Police has a duty to ensure, so far as is possible, that all staff comply with the provisions of the GDPR and the Data Protection Act 2018, particularly relating to their access to, and dissemination of, a wide variety of personal information and intelligence.

This procedure and policy has been assessed for compliance issues by the Information Compliance and Records Management Unit (ICRMU) and is considered to be compliant with the legislation as there is a clear lawful basis for the processing of personal data and special category data. It should be read in conjunction with GMP's Data Protection Policy and guidance issued on the Data Protection Intranet pages.

For more information on Data Protection please contact the ICRMU on



7.1.3 Freedom of Information Act (2000)

The Freedom of Information Act 2000 grants a general right of access to all types of recorded information held by public authorities.

This document is classified as 'Official,' and parts of the procedure are not disclosable under the Freedom of Information Act 2000. Requests for access to this type of data are assessed carefully by the ICRMU, where they consider the harm of disclosure and release into the public domain with consultation with the Policy Owner. For advice and assistance in respect of this, please contact the Freedom of Information team by email at

[REDACTED]

7.2 Consultation

Trade unions, staff associations, staff support networks, districts, branches and subject matter experts have been given the opportunity to review this procedure as part of the formal consultation process which was undertaken in July 2024. All feedback has been considered and incorporated where appropriate.