

Recommendations on improving the safety of e-scooters

12 September 2023 – LEARN! Webinar



Dudley Curtis



POUR
les trottinettes en
libre-service à paris

CONTRE
les trottinettes en
libre-service à paris

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libre-service à paris



5180 PEDESTRIANS

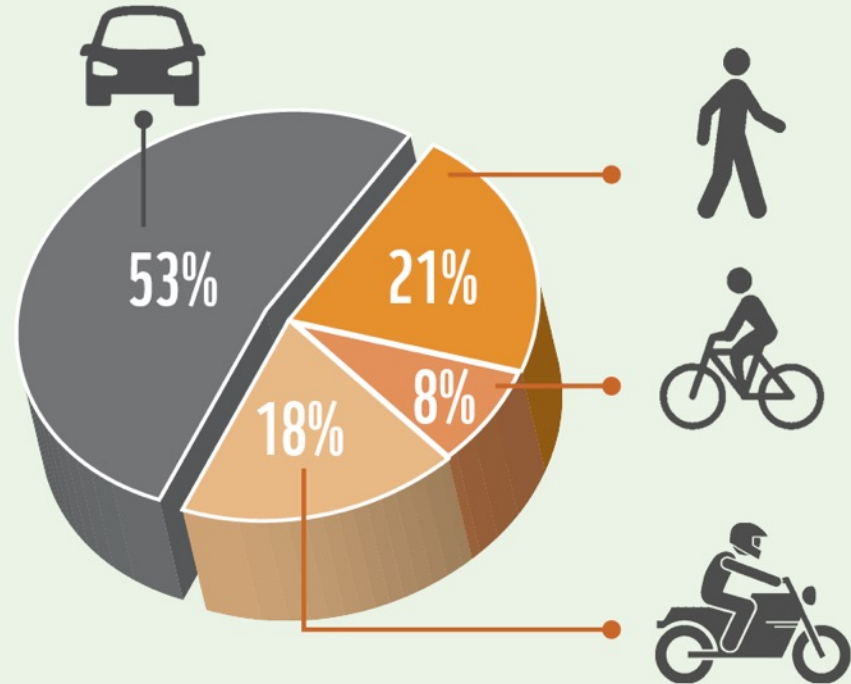


2160 CYCLISTS

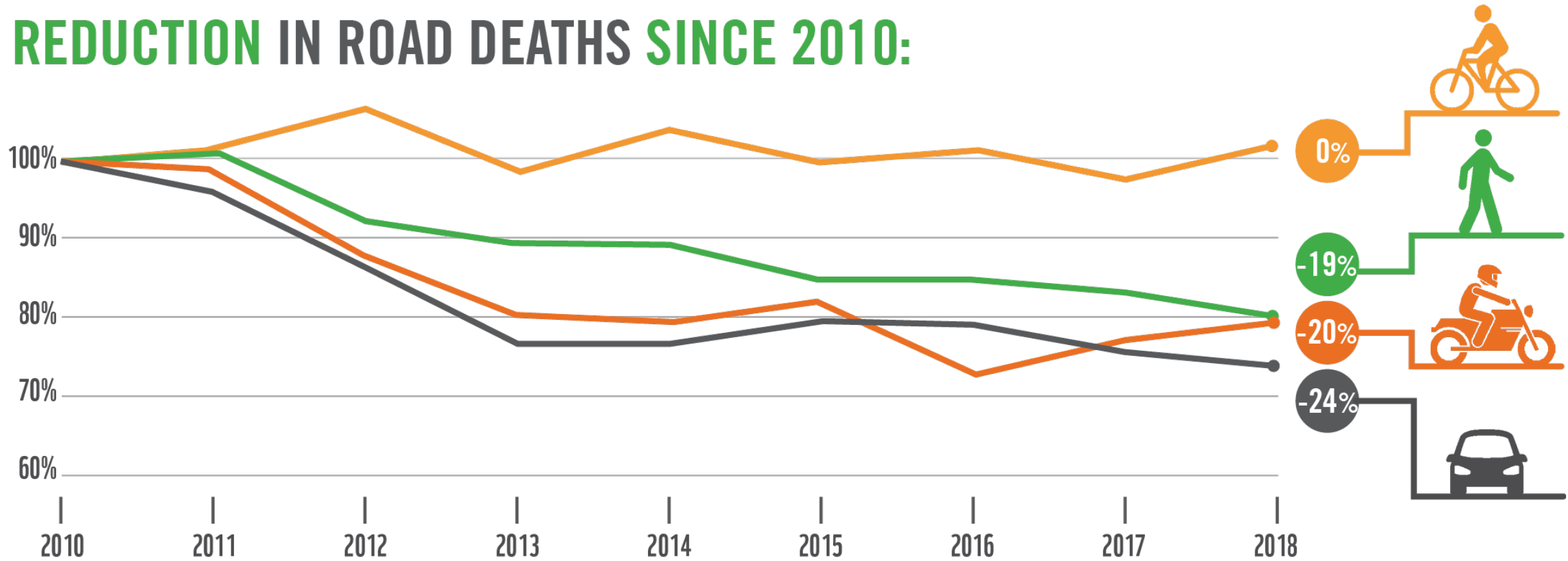


KILLED

EACH YEAR IN THE EU



REDUCTION IN ROAD DEATHS SINCE 2010:



URBAN MOBILITY

70% of pedestrian deaths
57% of cyclist deaths
occur on **urban roads**

99% of pedestrian deaths
83% of cyclist deaths
follow a **collision**
with a motor vehicle

E-SCOOTER SALES

Cumulative net imports
of e-scooters in the UK

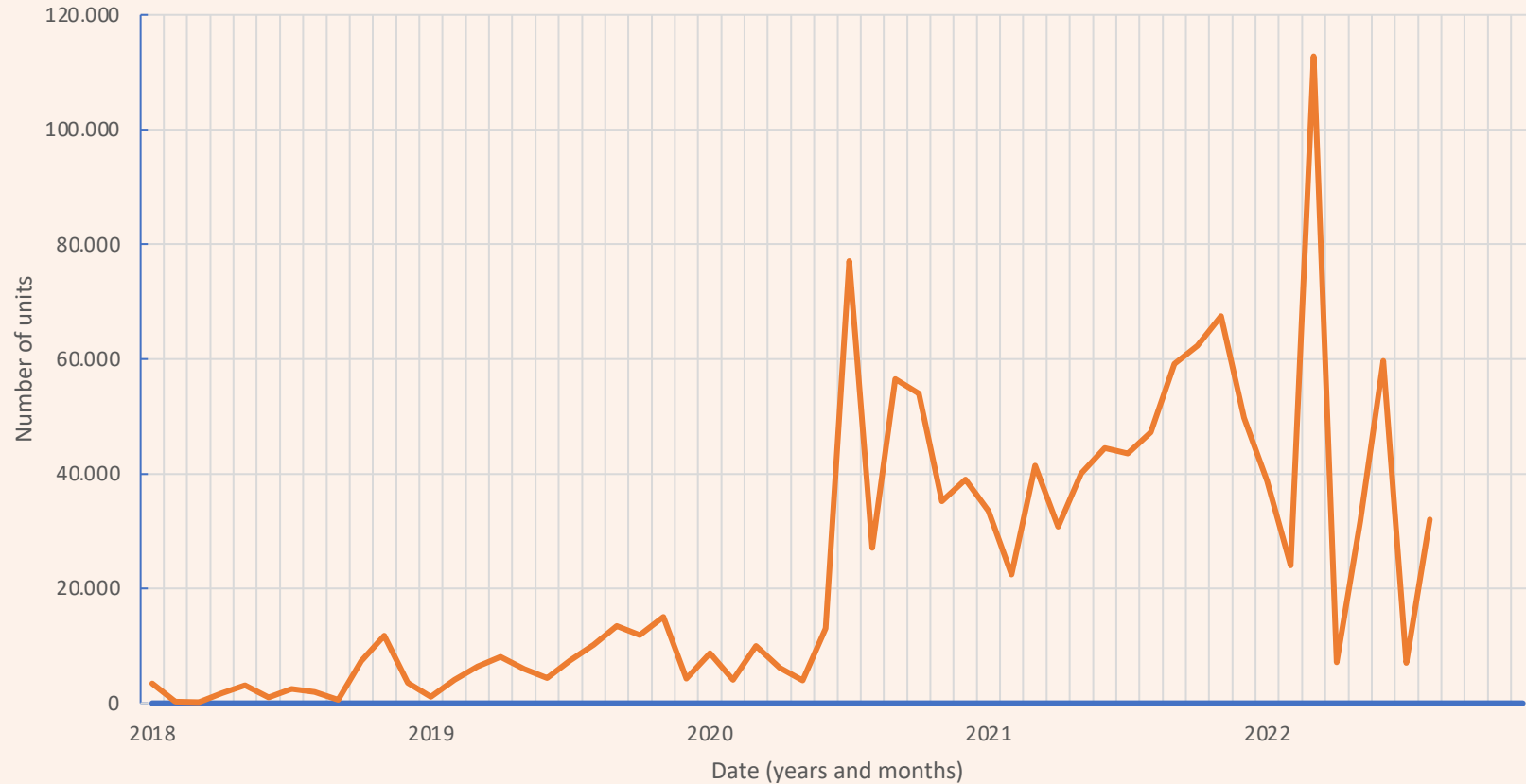
2018 – 40,000

2019 – 90,000

2020 – 330,000

2021 – 540,000

Net e-scooter imports based on Trade Data code HS 87116090



<https://www.uktradeinfo.com/trade-data/ots-custom-table/>



Recommendations on Safety of E-scooters

February 2023

E-Scooter data

Only a few countries are collecting official data on injuries and deaths for e-scooters.

**Austria
Belgium
Denmark
France
Germany
Israel
Spain
Switzerland**

FERSI (2020)

<https://fersi.org/wp-content/uploads/2020/09/FERSI-report-scooter-survey.pdf>

FRANCE



2019

- 10 deaths
- 158 serious injuries

2022

- 35 deaths
- 604 serious injuries

<https://www.interieur.gouv.fr/actualites/communiqués-de-presse/bilan-definitif-de-l'accidentalite-routiere-en-2022-mortalite>



2021

- 5 deaths
- 386 serious injuries

2022

- 11 deaths
- 1234 serious injuries
- Main cause of crashes was alcohol (18%)
- 40% of all e-scooter users involved in an accident were younger than 25
- Essen study (1/2022) – **74% crashes not reported**

https://www.destatis.de/DE/Presse/Pressemitteilungen/2023/05/PD23_N028_462.html
<https://link.springer.com/article/10.1007/s00113-021-01136-x>

1,200 e-scooter riders injured and hospitalised in 2019. The data show:

- The majority of drivers are **male**.
- Injured drivers tend to be **younger than 40**.
- Crashes mostly happen **during the day**.
- Crashes happen on sidewalks / cycling lanes.
- Mostly self-inflicted solo accidents.
- **Main causes: speed, inattention, distraction, disregard for red light, misjudgement of the nature of the road conditions, alcohol consumption, overconfidence**

“The evaluation shows, among other things, that there is seven times as high a risk of being involved in an accident on an electric scooter compared to bicycles.”

<https://www.trm.dk/nyheder/2020/evalueringen-af-de-smaa-motoriserede-koeretoer-er-nu-offentliggjort/>

E-Scooters – Age limits

No age limit

CZ, FI, PT, SE

10

PL

12

AT, FR, NO

14

BG, CH, DE, IT,
SI

15

DK, GR

16

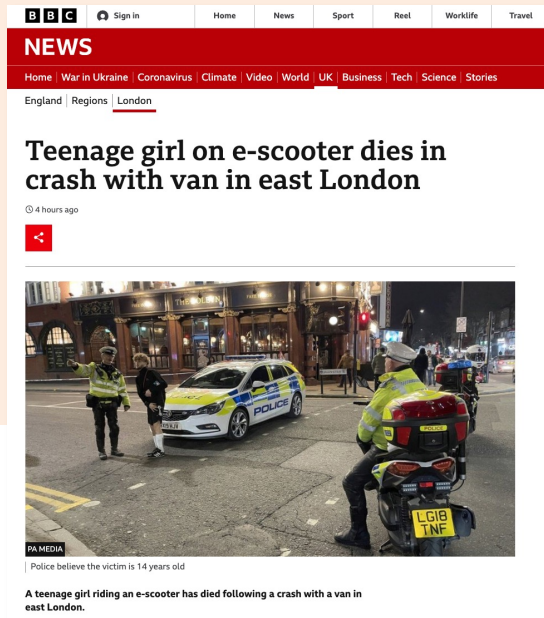
BE

CY (tbd)

NL (moped law)

UK (hire only)

ES (14-16 – set at city level)



ETSC internal survey - January 2022

E-Scooters – Riding on the pavement

Yes

BG
CZ (<10 years old)
GR (up to 6 km/h)
PO (if no cycle path and road >50km/h)
PT (<10 years old)

No

AT (local gov can make exceptions)
BE
CY (tbd)
DE (local gov can make exceptions)
DK
FI
IT
ES
UK (hire trials)

E-Scooters – drink riding

No limit

BG
FI
FR
GR
IT
SE

Limit

AT - 0.8
BE – as car
CZ – as car
CY – 0.5 (TBD)
DE – same as car
DK – same as moped
NO – same as car
PL – no riding 'under the influence'
PT – same as car
ES – same as car / zero for <18
UK – same as car

TO ALL LEVELS OF GOVERNANCE

MODAL
PRIORITY BASED
ON VULNERABILITY
OF ROAD USERS
CAN IMPROVE
ROAD SAFETY IN
CITIES



RECOMMENDATIONS

30 km/h zones supported by traffic calming



Reduced motor vehicle traffic



Safe pedestrian crossings, intersections and footways



Separate cycling paths



Improved enforcement



TO NATIONAL GOVERNMENTS- Road Rules for e-Scooter riders

- A minimum rider age of 16, or an age limit aligned with the minimum age for riding a moped;
- Mandatory helmets;
- A ban on riding with passengers, on pavements, while using a handheld mobile phone and under the influence of alcohol or drugs.

ETSC RECOMMENDATIONS



TO THE EUROPEAN UNION

- A factory-set speed limit of 20 km/h, aligned with current rules in Denmark, Germany, Italy, Norway, Sweden and Switzerland
- 250w power limit, as in Sweden, Switzerland and Czechia;
- Anti-tampering measures to prevent against use at unsafe speeds;
- A minimum wheel size of 30.5 cm;
- Independent front and rear brakes, lights, indicators and an audible warning device.



Thank you



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