



Department
for Transport

E-scooters challenges and opportunities

3rd National Traffic Managers' Conference

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Agenda

- *Background*
- *Trials development and rules*
- *Evidence and evaluation*
- *Challenges and opportunities*
- *Lessons learned so far*

Background

What is an e-scooter?

- E-scooters are small, electric mobility devices designed to carry one person.
- E-scooters have become increasingly popular globally in the past ~5 years, largely since the rental model became viable, thanks to reduced battery costs, advances in telecommunications and app improvements.

UK regulations

- In UK law, e-scooters are classed as 'motor vehicles' and more specifically as 'mopeds' (by default not design).
- As they do not meet the roadworthiness requirements for mopeds, they cannot be used legally on any part of the road.
- Despite this, a significant number of e-scooters have now been sold in the UK.




Trials development

The trials were originally planned for four Future Transport Zones and were due to start in September 2021



Due to COVID-19 the trials were accelerated to start in August 2020 and to include any local authority wishing to participate



7 weeks to set up policy, legislation and monitoring and evaluation framework.

Process and rules

July 2020:
regulation
passed

- Regulation passed to allow trials of rental e-scooters

August 20:
first trial
starts

- Trials include only rental e-scooters, but we want to see a diverse range of operating models

October 20:
evaluation
contract
starts

- E-scooter operators are required to share data which our evaluation contractors

Trials
extension

- To account for COVID delays and richer data collection

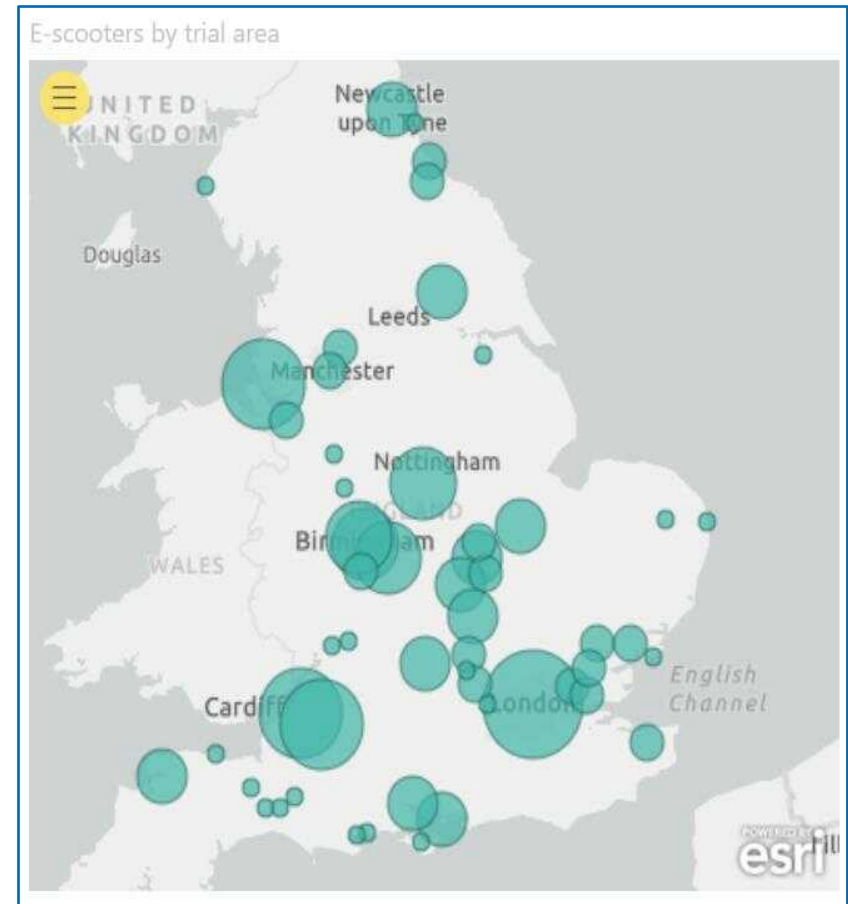
Rules for e-scooter trials

- Maximum speed of 15.5 mph
- Users must have a full or provisional driving licence.
- Helmets are recommended but not mandatory.
- Insurance is required (provided by e-scooter operator).
- E-scooters can be used on road or cycle lanes, but not on the pavement.
- E-scooters do not need to be registered.

Live trials

We currently have:

- 31 live trial areas
- 12 operators
- 66,355 e-scooters approved, but only 19,100 e-scooters available per day
- c. 100,000 active users
- >8.6m trips
- >20m kms travelled



*This map is intended to give a sense of the geographic distribution of trials and does not accurately represent current live trial areas.

Evidence and evaluation

To provide us with an evidence-base to support whether and how to legislate



International case studies highlighted the lack of robust evidence



A marked increase in e-scooter use in the UK. Trials served as a proxy for private use for future policy development



Better understand how e-scooters sit alongside other vehicles

Understand their safety in relation to other vehicles

Understand their modal shift impact

Challenges

Impact on local environment

- Anti-social use of e-scooters
- Obstructive parking impacts cities and road user experience
- General impact of a 'new mode'

Safety

- We don't yet know how safe micromobility vehicles are or how they interact with other vehicles.

Accessibility/inclusivity

E-scooters can present a hazard, particularly to vulnerable groups, if people use them incorrectly.

Private use

- Impacting on safety and perceptions of the trials
- Varying quality of vehicles and high speed due to lack of regulation

Opportunities

Environmental benefits

- greener alternative to the petrol/diesel vehicles.
- Reduction in emissions.

Integrated journeys

- help join up different modes of transport
- Digital integration of services.
- Transport planning apps and MaaS platforms

Choice and mode shift

- alternative to the car, particularly where there are limited public transport alternatives.
- However we want to avoid a mode shift from walking, cycling and public transport.

Access to opportunity

- New option for people with disabilities, less able to get around or unable to afford private transport.

Lessons learned so far...

How to work
with commercial
operators

Setting up new
data systems and
data sharing
agreements at
pace

Effective
benchmarking
alongside other
modes of transport
in terms safety &
usage

Challenges of understanding
private usage whilst running
a trial

Managing timeline
slippage whilst still
ensuring evidence
feeds into key
policy stages

Managing and regulating the
introduction of a new transport mode



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Thank you