



Scan QR and answer the questions while you wait for the workshop to start!

Why are e-scooters getting sidelined?

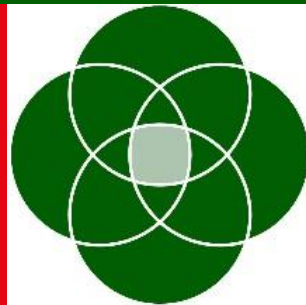
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Society



What are e-scooters?

Equipped with a **small electric motor** and a **deck** on which a **single rider stands**, e-scooters are designed to transport riders for **short distances** around urban settings. Travelling about the same speed as bicycles but occupying less space for riding and parking, e-scooters have become an **alternative form of urban micromobility** (Mitropoulos et al., 2023).

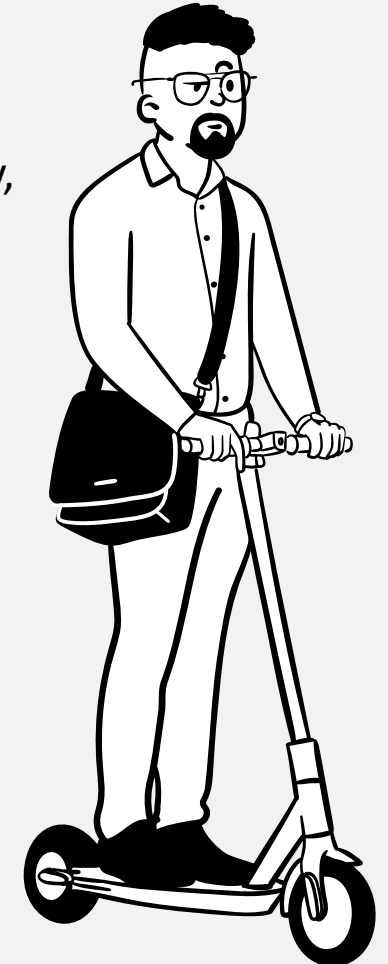


Vehicle characteristics

Regulation hierarchy*:

- **National regulations** generally cover vehicle's technical requirements.
- **Local regulations** generally compliment those national regulations - related to local mobility, licensing and tenders (contracts) that focus on public road usage, e-scooter operations and sustainability requirements, among others.

| | |
|-----------------------------|---|
| Classification | Motor vehicle (UK) |
| Motor | Electric, max. Continuous power rating up to 500W |
| Capacity | Designed to carry one single rider |
| Speed | Max. 15.5 mph (25 km/h) |
| Wheels | 2 wheels (front & rear) |
| Mass (incl. Battery) | Max. 55 kg |
| Directional control | Directional control via handlebars that steer the wheel |
| Speed control | Hand controls and power control that defaults to the "off" position |



Vehicle characteristics

Main differences between international legislations:

- Speed limits
- Vehicle classification
- Where it can be ridden and parked
- Insurance requirements
- Driving license requirements
- Protective gear requirements

Table 1. Overview of legal status and safety regulations in European countries

| Country | E-scooter permitted | Min age | Max speed (km/h) | Max power | Allowed on pavements | Drink-ride limit (per millage) | Helmet required | Mandatory insurance |
|-------------|---------------------|---------|------------------|-----------|----------------------|--------------------------------|-----------------|---------------------|
| Austria | Yes | 12 | 25 | 600 | No | 0.8 | <12yr | No |
| Belgium | Yes | 16 | 25 | - | No | Same as car | No | No |
| Bulgaria | Yes | 16 | 25 | - | Yes | - | <18yr | No |
| Czechia | Yes | n/a | 25 | 250 | <10y | 0.0 | <18yr | Yes |
| Denmark | Yes | 15 | 20 | - | No | 0.5 | Yes | Yes |
| Finland | Yes | No | 25 | 1,000 | No | No | Yes | No |
| France | Yes | 12 | 25 | - | No | - | On 80km/h roads | Yes |
| Germany | Yes | 14 | 20 | 500 | No | 0.5, 0.0 for <21 yr | No | Yes |
| Greece | Yes | 15 | 25 | - | Yes | No | Yes | No |
| Hungary | Yes | 16 | 20 | 300 | No | 0.0 | Yes | - |
| Iceland | Yes | n/a | 25 | - | No | 0.0 | <16yr | No |
| Ireland | Yes | 16 | 20 | 400 | No | 0.2 – 0.5 | No | No |
| Italy | Yes | 14 | 20 | 500 | No | - | <18yr | No |
| Luxembourg | Yes | n/a | 25 | 250 | <10yr | - | No | No |
| Netherlands | No | - | - | - | - | - | - | - |
| Norway | Yes | 12 | 20 | No limit | Yes | 0.2 | <15yr | Yes |
| Poland | Yes | 10 | 20 | - | Yes | 0.0 | No | No |
| Portugal | Yes | No | 25 | 1,000 | < 10y | - | No | No |
| Slovenia | Yes | 14 | 25 | - | No | - | <18yr | - |
| Spain | Yes | 14-16 | 25 | 1,000 | No | 0.5, 0.0 for <21yr | Yes | No |
| Sweden | Yes | NA | 20 | 250 | NA | - | <15yr | - |
| Switzerland | Yes | 16 | 20 | 500 | No | 0.5 | No | No |

Source: European Commission (2024)

Main problems with e-scooter laws

According to a survey conducted by the DfT, the respondents thought the laws for e-scooters were **not very clear**, especially among the non-users (DfT, 2022).

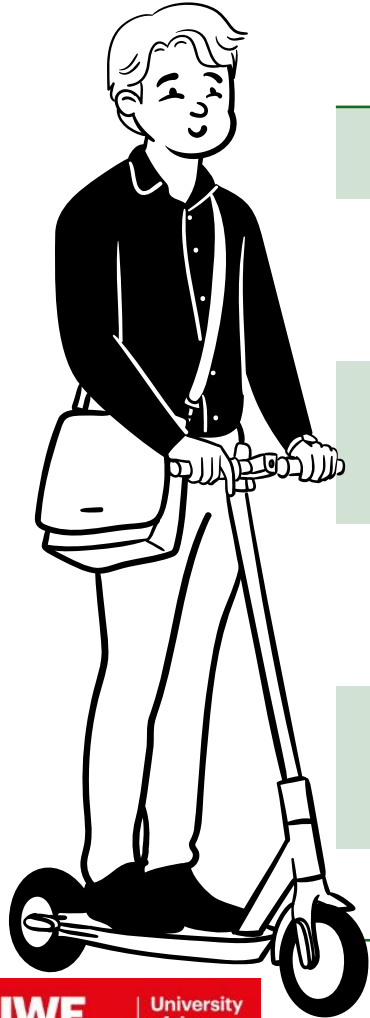
- Rapid emergence of new transport mode (since 2017)
- Initial use often illegal or unregulated – *laissez-faire* period
- Legal frameworks adapted slowly and inconsistently
- Rise in negative externalities (e.g., accidents, clutter) + uncertainty = inconsistent policy responses
- Localised challenges
- Varying political stances (liberal vs conservative) affect regulation pace and clarity

Shared



Private

Advantages/Disadvantages



Shared e-scooters

More regulated by municipalities

Managed via mobile apps with GPS tracking

Typically used for shorter, spontaneous trips

Higher turnover and maintenance rates (shorter lifespan)

Mostly substitutes active travel (but potential for it with PT)

Available in designated areas only

Private e-scooters

Less subject to regulation and oversight

No centralized tracking or management

Often used for routine, commute-based travel

Maintained at user's discretion (longer lifespan)

Can substitute car trips

Available wherever user stores it

Introduced regulations: shared and private e-scooters

Oslo



Berlin

Banned private e-scooters

UK



The Netherlands

Introduced regulations, which did not successfully mitigate the negative effects of shared e-scooters

Paris



Madrid

Paris

Parisians vote to ban self-service e-scooter rentals from French capital

REFERENDUM ■ EUROPE



Paris votes to ban rental e-scooters

B B C



This became a common sight throughout the city...



- 12 Operators (mid 2019) > 3 Operators (end 2019)
- 5000 shared e-scooters per operator
- Non-compliance – trip replacement, parking...
- Media backlash with accidents and public discontent
- 2021, third e-scooter fatality: death of an Italian woman hit by two-rider e-scooter



Referendum:

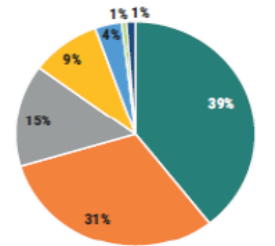
- Results: 89% in favour of the ban
- Low turnout: 7.5%
- Voting restrictions:
 - Early registration cut-off
 - Limited voting stations
 - No electronic/postal voting (lengthy queues)

Paris

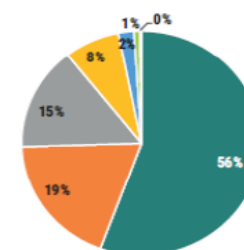
- Walk-intensive city
- Metro and bus system
- Vélib: largest public bike-share system in Europe with approximately 50 M rides in 2014)
- Average citizen age close to 40 y/o

E-scooters:

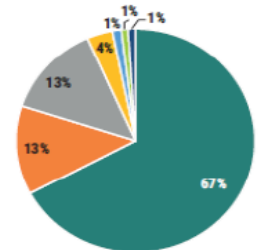
- 52% e-scooter trips in the evening and for leisure
- Vélib most used on peak hours and commuting
- Different users in shared e-scooters and private e-scooters
 - Male, young people and executives – highly represented among users
 - 29% students



Shared e-scooters



Shared bikes




Shared mopeds

Group task (30 min.)

Before you begin:


- Read **City Chart** and the **Character Charts** carefully.
- Each group member:
 - Chooses the **Character** that they want to represent.
 - Picks a **sticker colour** to identify their comments with (post-its).



Character information

Jordan

Local authority officer



You are a local authority officer committed to building a more sustainable, equitable and equally accessible transport in your city. Despite the downsides to e-scooters, you see their potential to fulfil crucial gaps in the city's mobility network, such as serving the outskirts or night-time mobility. You are eager to explore smart and creative regulations that ensure safety, reduce friction with other road users, hold operators to high standards and defend rights of the citizens.

Your mission: reintroduce shared e-scooters in a way that is well-integrated with the current transport system, that works for all residents in all neighbourhoods. Find smart and creative ways to do so.

Work through 3 PROBLEMS:

1. Read the **PROBLEM** on the **Group Regulation Sheet**.
2. Complete your **Individual Sheet** (regulations your character would support).
3. As a group, discuss and agree on **which regulations should be applied**, considering the needs and perspectives of all characters (stakeholders).
4. Write your final group decision on the **Group Regulation Sheet** (Use the prompt questions!)
5. Use your **post-it notes** to:
 - Comment on the group's final regulations.
 - Represent your character's point of view.
 - Add any conditions or concerns your character might have.
 - Do this but sticking the post-its to the **Group Regulation Sheet**.
6. Follow these steps for **Problem 1**, then move to **Problem 2**, and finally **Problem 3**.
7. After finishing all 3 problems, choose a **spokesperson** to represent your group's decisions and the voices of all characters.

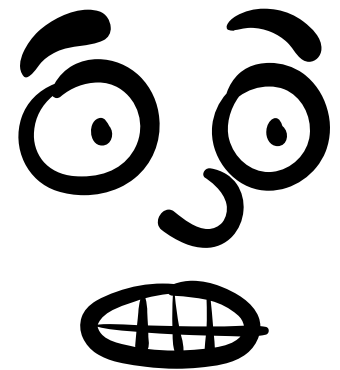
Problem 1 (15 min.)

Financial sustainability

Mott, a potential e-scooter provider in your city, is struggling to stay afloat. Backed by venture capital, it **needs to turn a profit** to survive. To do that, Mott focuses its operations in the city centre – where demand is high and returns are strong. But while **downtown is flooded with scooters**, the **outer neighbourhoods** – many already lacking reliable public transport – **are left behind**. Mobility gaps are widening, and frustration is growing.

Your mission:

- Look for ways to make sure Mott provides the **service in the whole city**
- Look for ways that would help Mott be **economically sustainable**



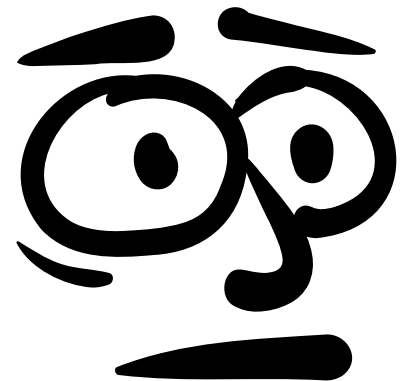
Problem 2

Encourage car replacement

Shared e-scooters are available in your city but **poorly integrated with public transport**. Many residents find them **too expensive** to combine with buses or trains, and the need to **switch between different transport types** and scooter models discourages use. On top of that, **private e-scooters are now banned from buses and trains** due to past battery explosions. As a result, many still choose cars for door-to-door convenience. Without better coordination, e-scooters risk remaining isolated rather than supporting a seamless, car-reducing mobility system.

Your mission:

- Make sure e-scooters are **affordable and attractive** as part of a combined journey
- Address **battery-safety** issues of private e-scooters to allow intermodality



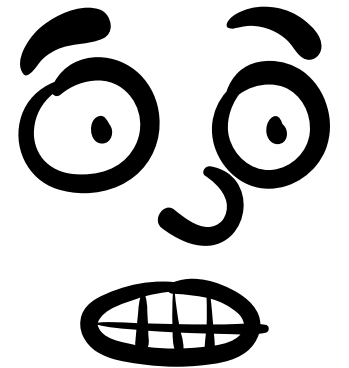
Problem 3

Night-time chaos

As night falls in your city, a different kind of traffic takes over. **Shared e-scooters** now race through sidewalks, weave between cars and accommodate more than one person. Reports of **reckless riding, noise, and late-night crashes** are on the rise. Emergency rooms are seeing more **scooter-related injuries** in the night-time, while residents complain of **sleep disrupted** by midnight joyrides. **Abandoned scooters** are left strewn across sidewalks, blocking doorways and wheelchair ramps. The **growing clutter** is turning once-walkable streets into obstacle courses.

Your mission:

- Look for creative ways of keeping **reckless/drunk driving** under control
- Look for creative ways of keeping the **city streets tidy**



During the group task...

Take into consideration:

- What would introducing this regulation mean?
- If this regulation was implemented, what would happen to e-scooters?
- How would these regulations affect the broader transport system?
- What is needed to implement these regulations?
- Who do these regulations benefit?
- Who do these regulations affect the most?
- Why would you not choose this regulation?

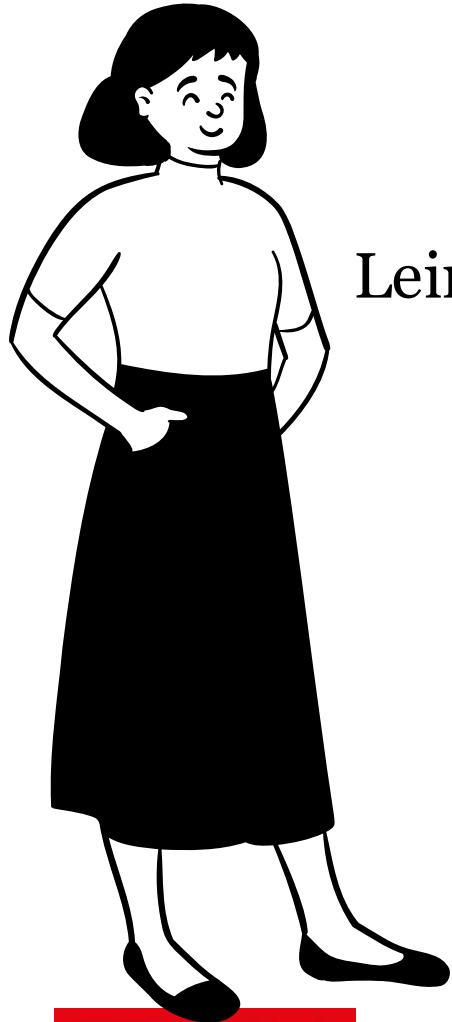
Group results

Add the final GROUP REGULATIONS
on Mentimeter using this QR:



Thank you!

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One last question...