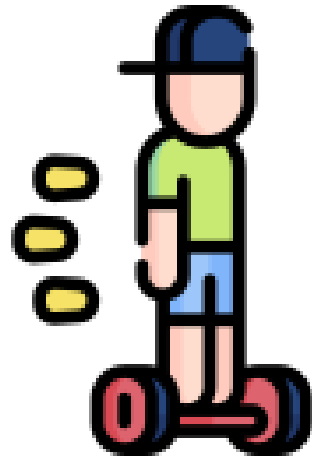


Safe use of micromobility

Sarah Lynch, DG MOVE



E-scooters? Micromobility? Personal Mobility Devices?



Why is the Commission interested?



- EU level competence on traffic rules is limited but can play a role in guidance
- Micromobility is here to stay
- Potential benefits of supporting other sustainable mobility options
- Policy approach fragmented across Europe
 - Road use, parking, max speed, min age, training, personal protective equipment, etc.

Safe system approach



- Approach micromobility in the same way as other road safety issues – Safe System approach
- Mehdi Hocine (GROW) will discuss safe vehicles
- My focus on safe road use

Steps taken to date



**Study on market development
and related road safety risks
for L-category vehicles and
new personal mobility devices**

- TRL study: focusing primarily on vehicle characteristics

Written by Guy I, Appleby J, Ball P, But B, Chowdhury S, Jenkins D,
Kent J, Obazele I, Raddcliffe J, Sharp R, Wardle A
March – 2021

TRL



High Level Group on Road Safety:

Informal Survey 2021

- 21 replies - only 4 countries do not have a legal framework (incl 1 where it is under preparation)
 - Even split between those where micromobility devices are allowed on footpaths and where allowed only on cyclepaths, roadways.
 - Upper speed limit of 25 km/h almost everywhere, 3 countries 20 km/h, one MS 6km/h for scooters in pedestrian zone
 - Geofencing only used in one MS
 - E-bike and e-scooter sharing schemes in 14 countries – e-mopeds in 2 MS. Most e-bikes have fixed parking spaces, most e-scooters are free-float
 - Existing rules on alcohol and distraction are applied to micromobility devices in all but 3 countries
 - 50/50 split on minimum product safety standards for sharing operators

SUMP Topic Guide December 2021



- Recommendations geared at city authorities and urban planners:
 - Governance – ensuring micromobility is integrated into wider plans towards more sustainable and active travel
 - Protected infrastructure and parking
 - Speed management
 - Multimodal mobility stations next to public transport
 - Traffic rules e.g. drugs and alcohol
 - Education and training
 - Use data effectively
 - EU to work on safety standards of devices

TOPIC GUIDE










SAFE USE OF MICROMOBILITY DEVICES IN URBAN AREAS



Data data data

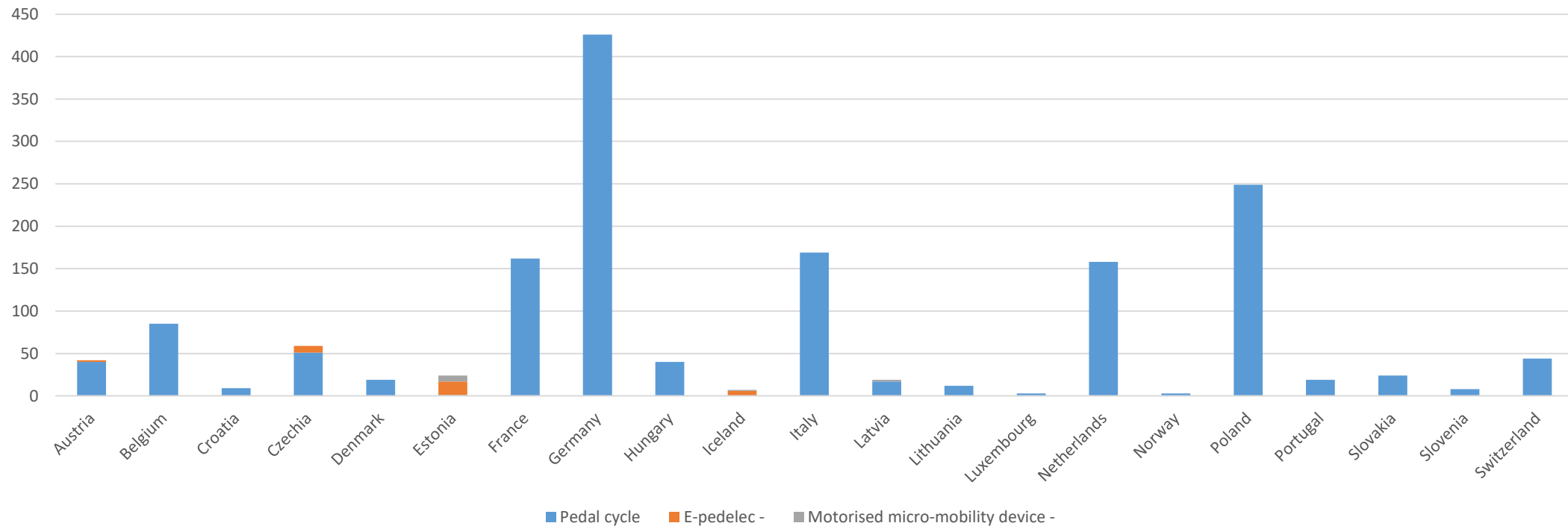
ROAD TRAFFIC FATALITIES URBAN AREAS IN THE EU (2019)

by road user and (other) 'main vehicle' involved in the crash

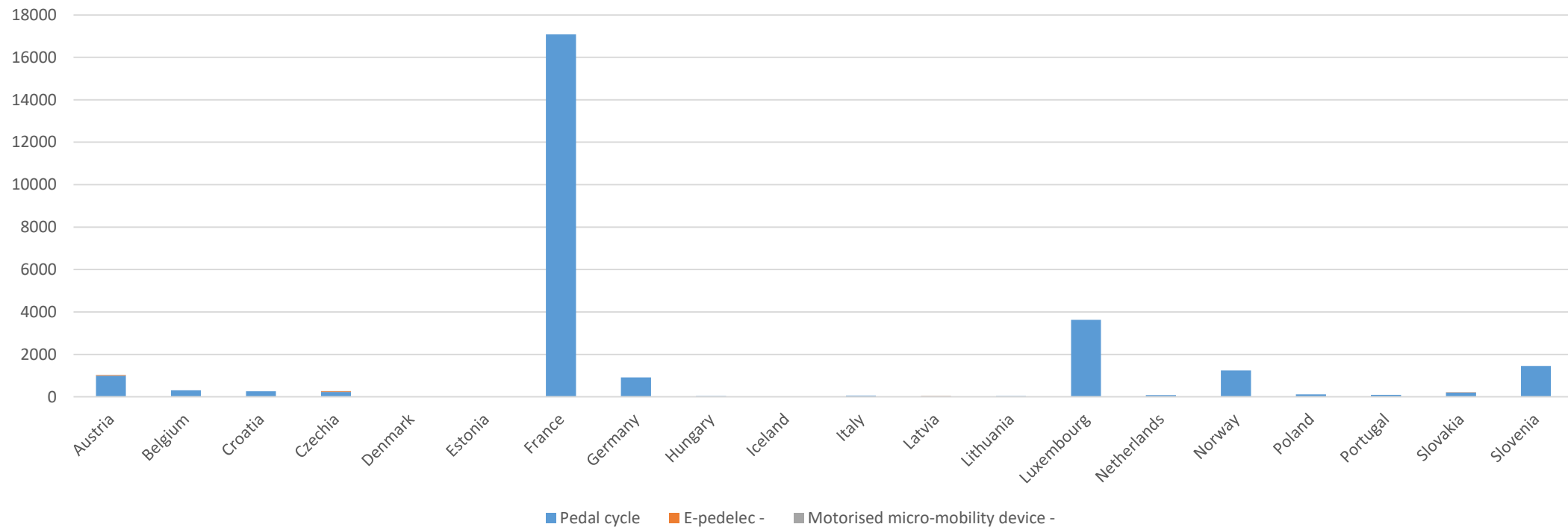
		IN A COLLISION WITH...										TOTAL
FATALITIES		PEDESTRIAN	BICYCLE	MOPED	MOTORBIKE	CAR	LORRY (<3.5T)	HEAVY GOODS VEHICLE (>3.5T)	BUS OR COACH	OTHER VEHICLE/ UNKNOWN	NO OTHER VEHICLE INVOLVED	
PEDESTRIANS		0	18	16	102	2238	257	119	187	•	•	3304
CYCLISTS		9	21	3	12	547	76	153	24	56	283	1184
MOPED RIDERS		4	1	3	6	130	17	23	6	13	113	316
MOTORCYCLISTS		11	5	4	29	641	90	56	22	22	464	1344
CAR OCCUPANTS		17	4	2	10	573	131	153	44	75	1193	2202
LORRY (<3.5T) OCCUPANTS		0	0	1	0	27	14	12	7	12	58	131
HEAVY GOODS VEHICLE (>3.5T) OCCUPANTS		0	0	0	0	4	1	9	2	1	9	26
BUS OR COACH OCCUPANTS		0	0	0	0	7	5	8	1	1	43	65
OTHER/UNKNOWN		0	2	2	1	74	10	11	4	13	153	270
TOTAL		41	51	31	160	4241	711	682	229	380	2319	8842



Data data data: fatalities 2020



Data data data: Serious injuries 2020



What's next?

