

e-scooter casualty records in the UK – what do we really know?

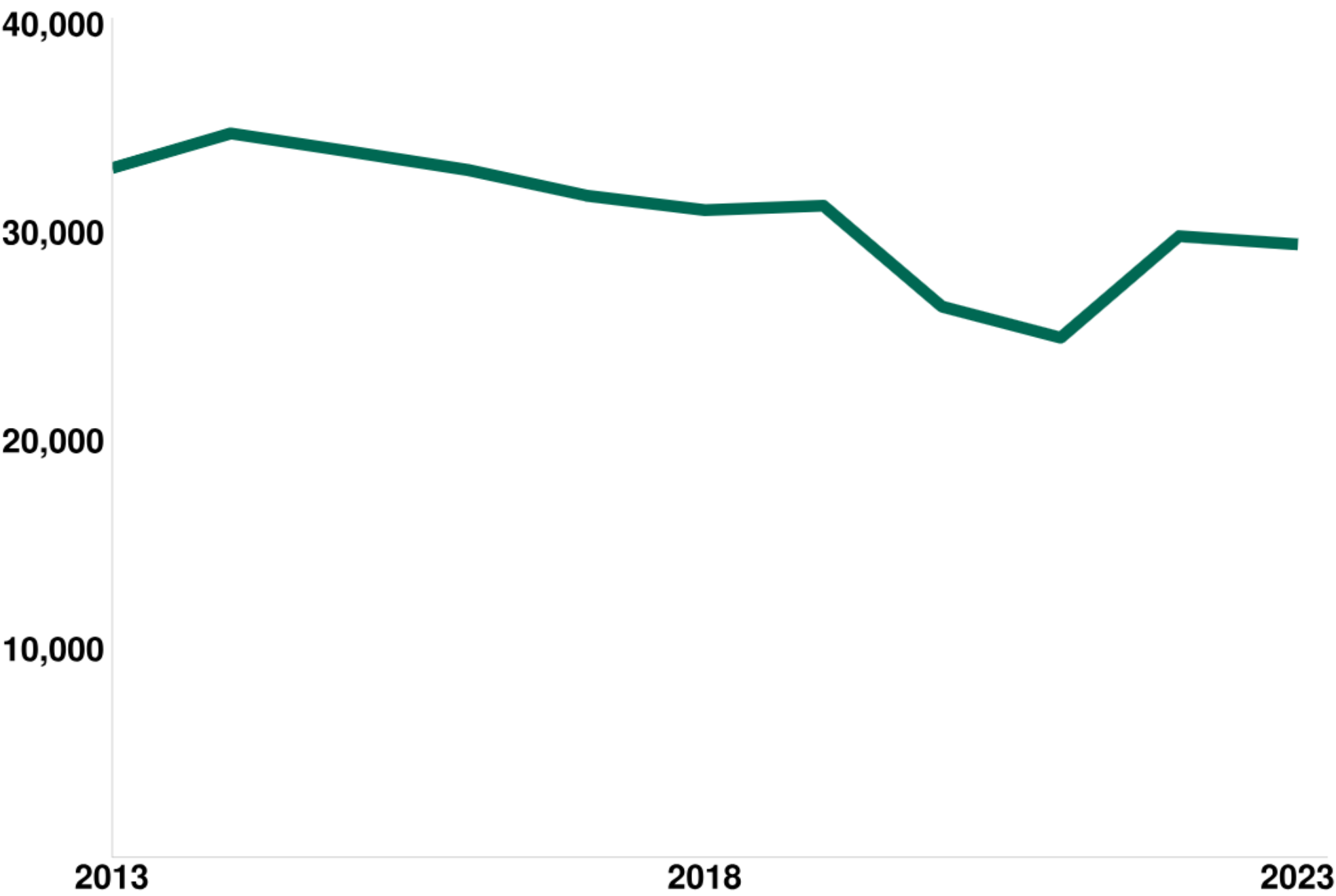
THE UNDER-RECORDING OF E-SCOOTER CASUALTIES IN THE UK

MARGARET WINCHCOMB

Deputy Executive Director, PACTS

Official data of road traffic casualties

Reported KSI (killed, seriously injured casualties), in Great Britain, year ending June 13-
end June 23 (provisional)

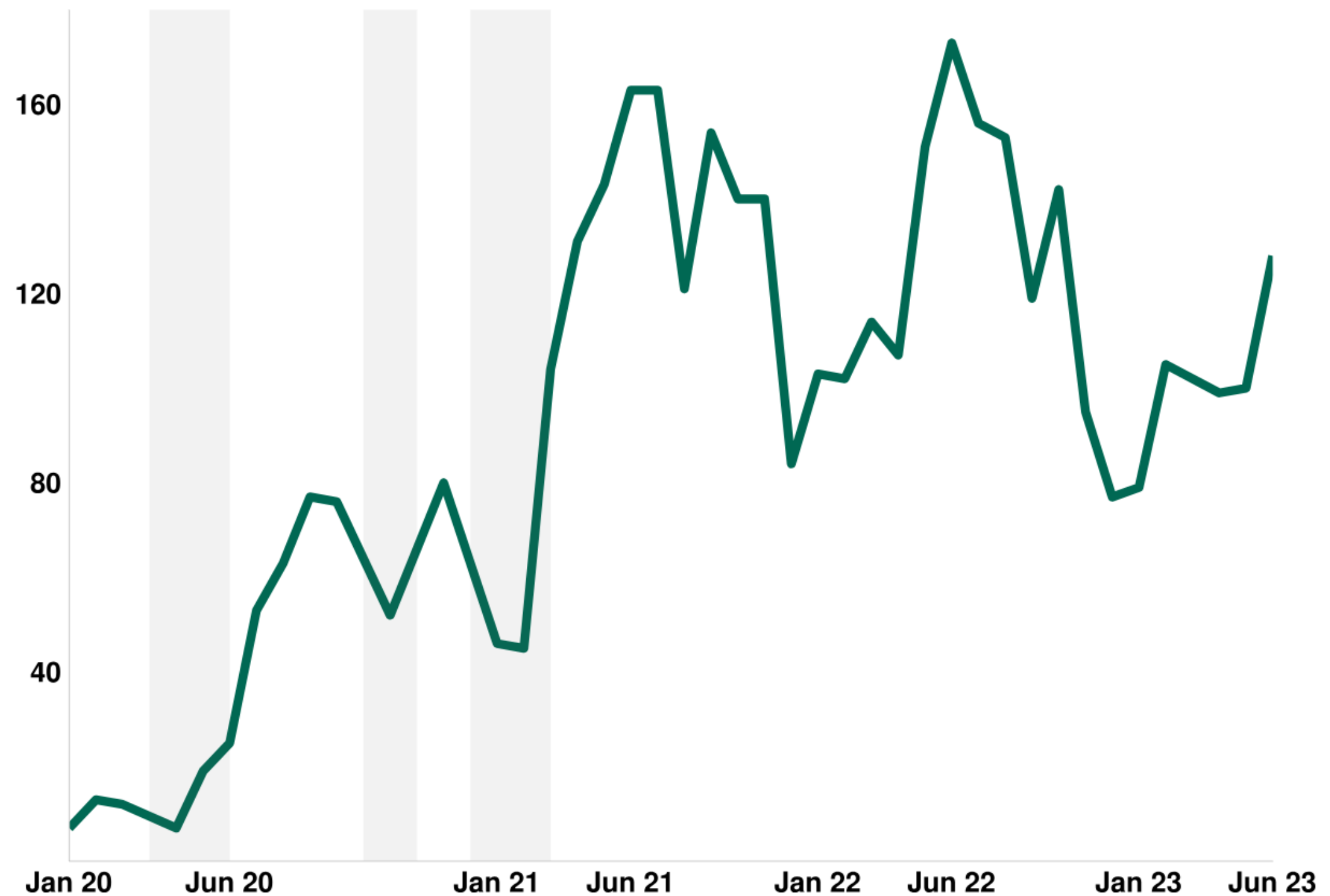


e-scooter use in Great Britain



Official data of e-scooter casualties

Reported casualties in collisions involving e-scooters by month, Great Britain, from January 2020



Source: DfT, Reported road casualties Great Britain: e-Scooter factsheet year ending June 2023

e-scooter casualty data is collected by...

01

Police,
STATS 19

02

Hospitals,
NMTR
(TARN) and
SEED-UK

03

Operators'
situation
reports

Matching casualties between datasets

- 9% of all casualties presenting at hospitals matched police records
- 26% of the most seriously injured matched police records

Patients head, face and spine injuries were more likely to be recorded by the police than other injuries

Matches were not possible from the rental trial situation reports

The study also revealed...

Rental trial situation reports provide a narrative rather than casualty data

There is a concern over the number of children being injured

PACTS called on the DFT to:

1. Improve the means of recording e-scooter casualties using the rental e-scooter schemes
2. Increase the opportunities for all e-scooter related casualty data to be collected
3. Require all injury collisions, regardless of whether they include a third party, to be reported to the police

THANK YOU

[Download the study here: Comparing police and hospital e-scooter casualty datasets - PACTS](#)

Margaret.Winchcomb@pacts.org.uk
Parliamentary Advisory Council for Transport Safety

www.pacts.org.uk