

# The safety of private e-scooters: A perspective from the UK



25 January 2022

# What is PACTS?

A charity with the objective

“Safe transport for all!”

<http://www.pacts.org.uk/>



# Background to e-scooters in the

UK  
Private e-scooters are legal to purchase, but are **illegal** to use in public places

Defined as a motor vehicle they would require insurance, registration etc.  
This is almost impossible.

Regulations for safe construction and use





# Trial rental schemes

Since July 2020, operator owned e-scooters have been available through regulated rental schemes

There are regulations for rental e-scooters governing their:

- speed
- weight
- rider requirements



# Numbers of e-scooter casualties

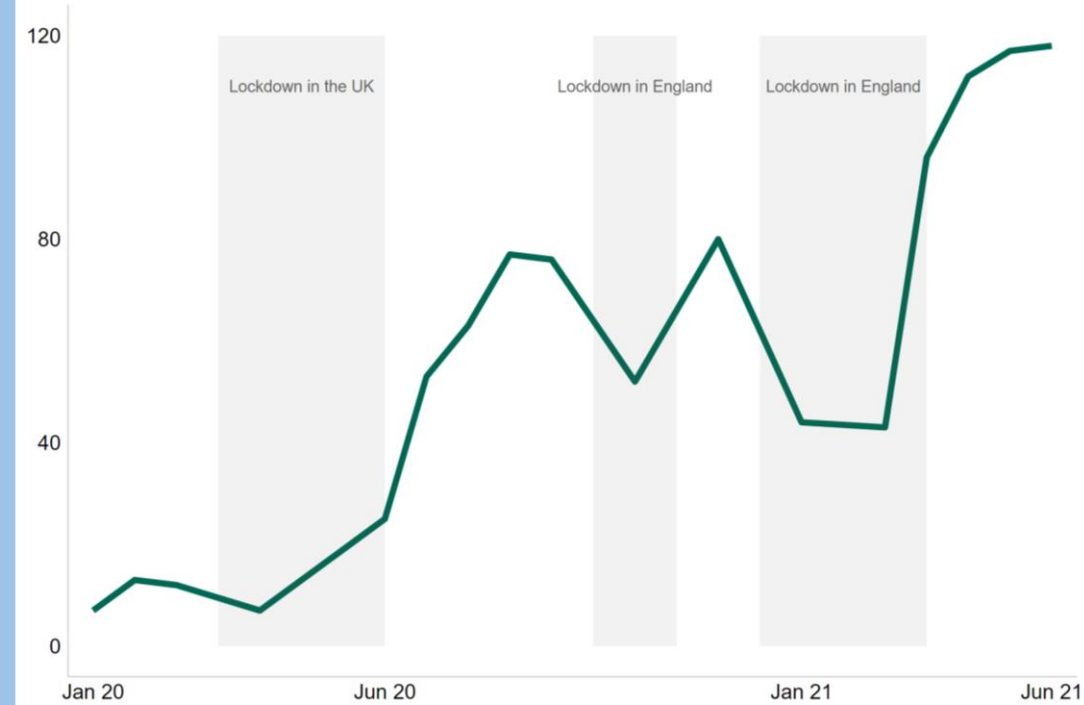
Reported incidents involving e-scooters

1/20-12/20 - 484 casualties

1/21-6/21 - 502 casualties

Under-reporting is substantial

All thirteen fatalities have been riding on private e-scooters



**Reported casualties in accidents involving e-scooters by month, Great Britain: 2020 to 2021**

From the National statistics: Reported road casualties Great Britain: e-Scooter factsheet year ending June 2021, Published 25 November 2021



# Injuries suffered

“Across Emergency Departments in Bristol over 40% of patients who are treated after e-scooter incidents have fractures, a number also suffer life changing head injuries.”



# Recommendations for regulatic

If private e-scooters are to be legalised, PACTS wants regulations to make safety a priority for riders and pedestrians.

Private e-scooters and rental e-scooters differ too greatly for existing regulations for rental e-



# Thank you for listening

Find out more about PACTS's work at  
<https://www.pacts.org.uk/the-safety-of-private-e-scooters-interim-report-from-pacts/>