

**Written evidence submitted by Allan Dare**

In 2019 my wife and I spent several days in Stockholm, where e-scooters have been used for some time. We noted that:

- E-scooters are predominantly used as playthings and by tourists, and thus appear to play an insignificant role in greening the transport modal mix.
- As the scooters were mostly used as an alternative to walking, they act against any 'healthy travel' agenda.
- Because the e-scooters are mostly used for fun, user indiscipline is rife. This includes:
  - riding on the pavement and other pedestrian areas at speed;
  - veering from the pavement to the highway and back again;
  - leaving scooters in discriminately in shop doorways, pedestrian precincts and other public spaces.
- They are thus a safety hazard for both pedestrians, cyclists and drivers, and have a detrimental visual effect on the urban landscape.
- This behaviour is most notable in the vicinity of railway and metro stations, by restaurants and other hospitality venues, and at the main tourist attractions.
- If the e-scooter rental companies are making any attempts to counter the ill-effects of scooter use, they appear to be having little success.

Given the above, I believe that any benefits from e-scooters are outweighed by the disbenefits, and that on balance they should not be allowed in the UK. Moreover, if they are to be allowed, a proper legislative framework should be implemented before any trails start. This should include:

- a clear definition as to where e-scooters can be used; they should either be road vehicles or pedestrian appliances, but not both;
- speed limits;
- mandatory audible warning devices;
- clear designation as to where scooters can be left after the rental;
- a clear and mandatory insurance framework, so that scooter users and rental companies are liable for any accidents or damage caused.

I hope that these comments are of use.

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