



*INTERNATIONAL
FEDERATION OF
PEDESTRIANS*

Personal Mobility Devices

Agenda item 5. (c): Personal mobility devices and other devices facilitating sustainable and inclusive mobility.

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International Federation of Pedestrians (IFP)

UNECE Global Forum for Road Traffic
Safety (WP.1), Eighty-sixth session,
Geneva, Switzerland, March 14th 2023

International Federation of Pedestrians

- Network of non-profit associations and individuals from all over the world
- Representing nearly 50 NGOs (national and local pedestrian associations) in around 40 countries

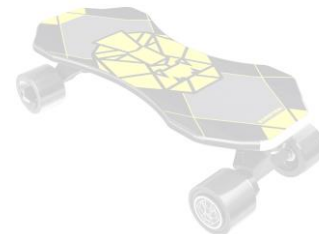


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<https://ifpedestrians.org>

Context and definitions

- Different devices
- Different characteristics
- Different legal frameworks
- **The focus of this presentation is on e-scooters**



- *Sidewalk Robots not covered*



Shared e-scooters and privately owned e-scooters pose different challenges

Private E-scooters



<https://www.autocar.co.uk/car-news/move-electric/new-law-planned-allow-public-use-private-e-scooters>

- Technical characteristics
- Riding areas (no geofencing)



Shared E-scooters



- Parking on sidewalks
- Impact on public spaces

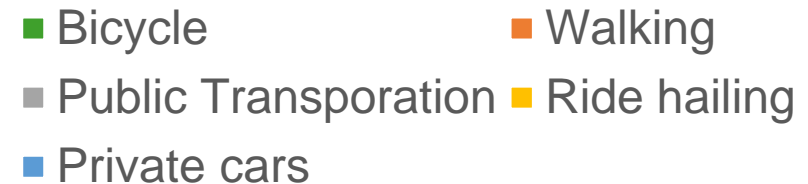
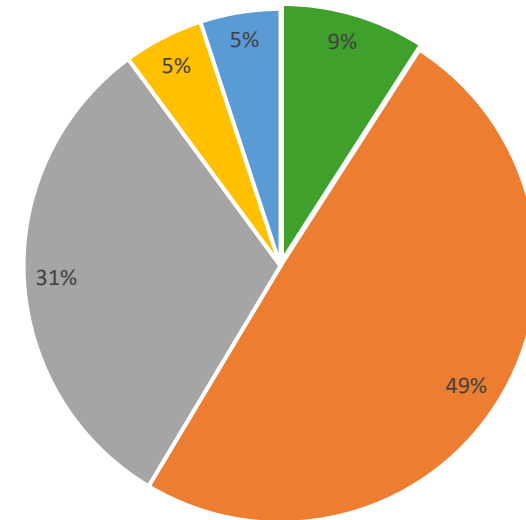
Are e-scooters part of a sustainable mobility?

- **Mostly walking is replaced by E-scooters**

- **Limited replacements of car trips**

→ Walking emits less CO²

Modes of transport replaced by e-scooters in France (2019)



6t-bureau de recherche, 2019

E-scooters are not active mobility

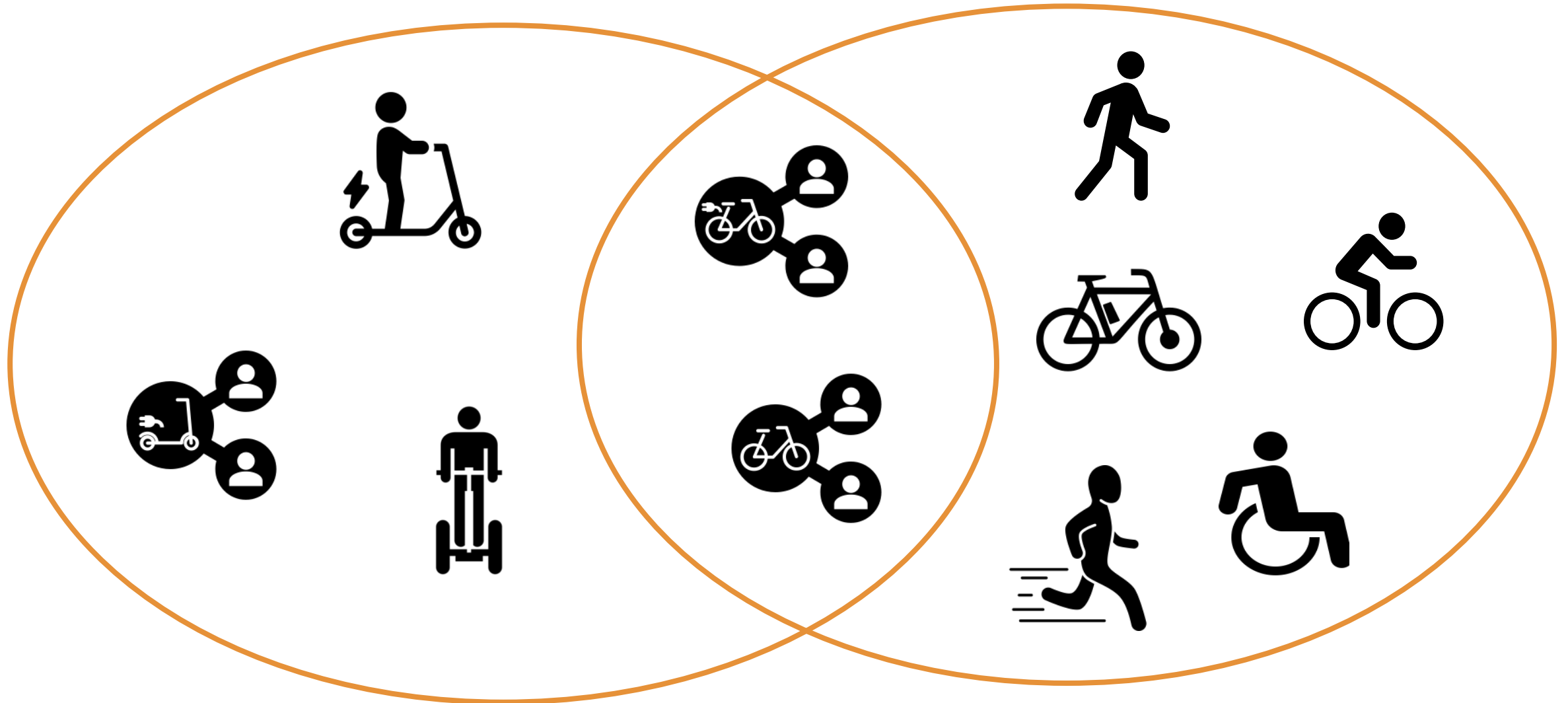
- No physical activity
 - Often replace active mode trips (walking or cycling)
- **E-scooters offer no health benefit to the riders**



Micromobility

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Active Mobility



Messages from the International Federation of Pedestrians

- No riding on sidewalks



<https://www.cbc.ca/news/canada/edmonton/e-scooters-on-sidewalks-cause-headaches-for-pedestrians-politicians-1.5287650>



https://www.washingtonpost.com/business/economy/pedestrians-and-e-scooters-are-clashing-in-the-struggle-for-sidewalk-space/2019/01/11/4ccc60b0-0ebe-11e9-831f-3aa2c2be4cbd_story.html

Sidewalks are more than just a place to move...

- They are a way of **taking part to social life.**
- Walking includes wandering, stopping, change of direction
- Avoiding potential conflicts between e-scooters and people walking is **critical.**



Mobilité piétonne Suisse



afp.com/ERIC PIERMONT



Mobilité piétonne Suisse



Getty Image

No parking on sidewalks and pedestrian zones

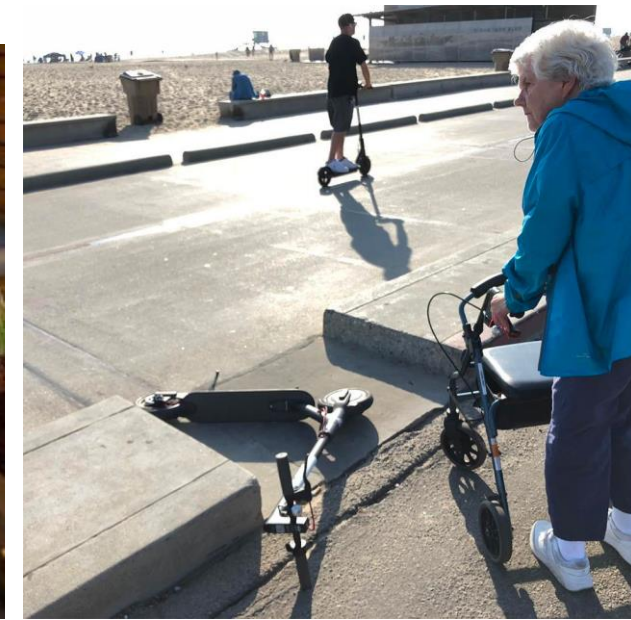


- E-Scooters are major obstacles on the sidewalks.
- Increased risks for elderly and visually impaired people.
- Sometimes force the walkers to do on the carriageway.

→ Expose the legitimate users of sidewalks to unnecessary and unfair risks.



<https://bouldercolorado.gov/news/shared-e-scooter-insights>



@inmci/Instagram



Billy Calzada /Staff Photographer | Express-News

Acceptable parking practices



https://www.reddit.com/r/openstreetmap/comments/j04197/how_to_map_electric_scooters_dedicated_parking/



<https://www.honestjohn.co.uk/news/legal-motoring-advice/2022-05/private-e-scooters-to-be-legalised-on-uk-roads/>

E-scooters are vehicle and therefore they should be parked where the other vehicles are parked.

Maximum speed at 20km/h



Some countries such as Norway, Belgium, Germany and Switzerland have established a speed limit at 20km/h.

The European Traffic Safety Council (ETSC) wrote in February 2023:

“Recommendation: set a maximum 20 km/h speed for private e-scooters at the factory. Shared e-scooter providers, while limiting top speed to 20 km/h, should also apply lower speeds, for example in pedestrian zones, using GPS.”

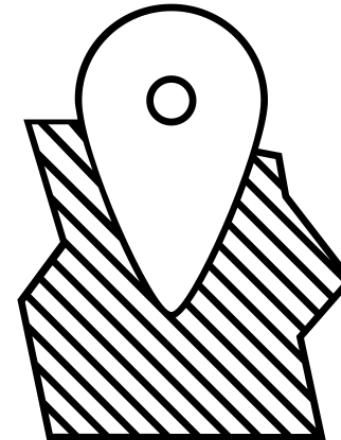
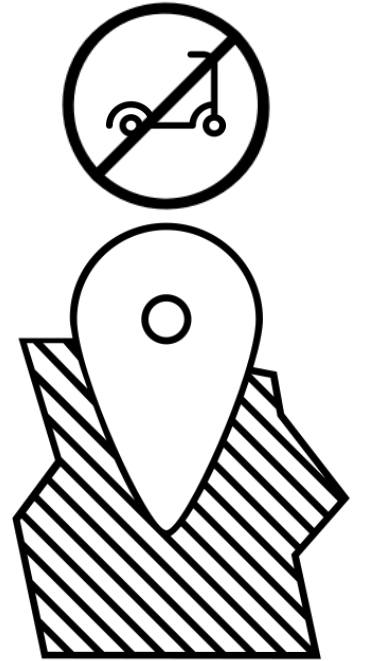
“Lower speeds mitigate the likelihood of severe injury to e-scooter riders, pedestrians and other road users”.

<https://etsc.eu/etsc-and-pacts-set-out-safety-recommendations-for-e-scooters-and-their-riders/>

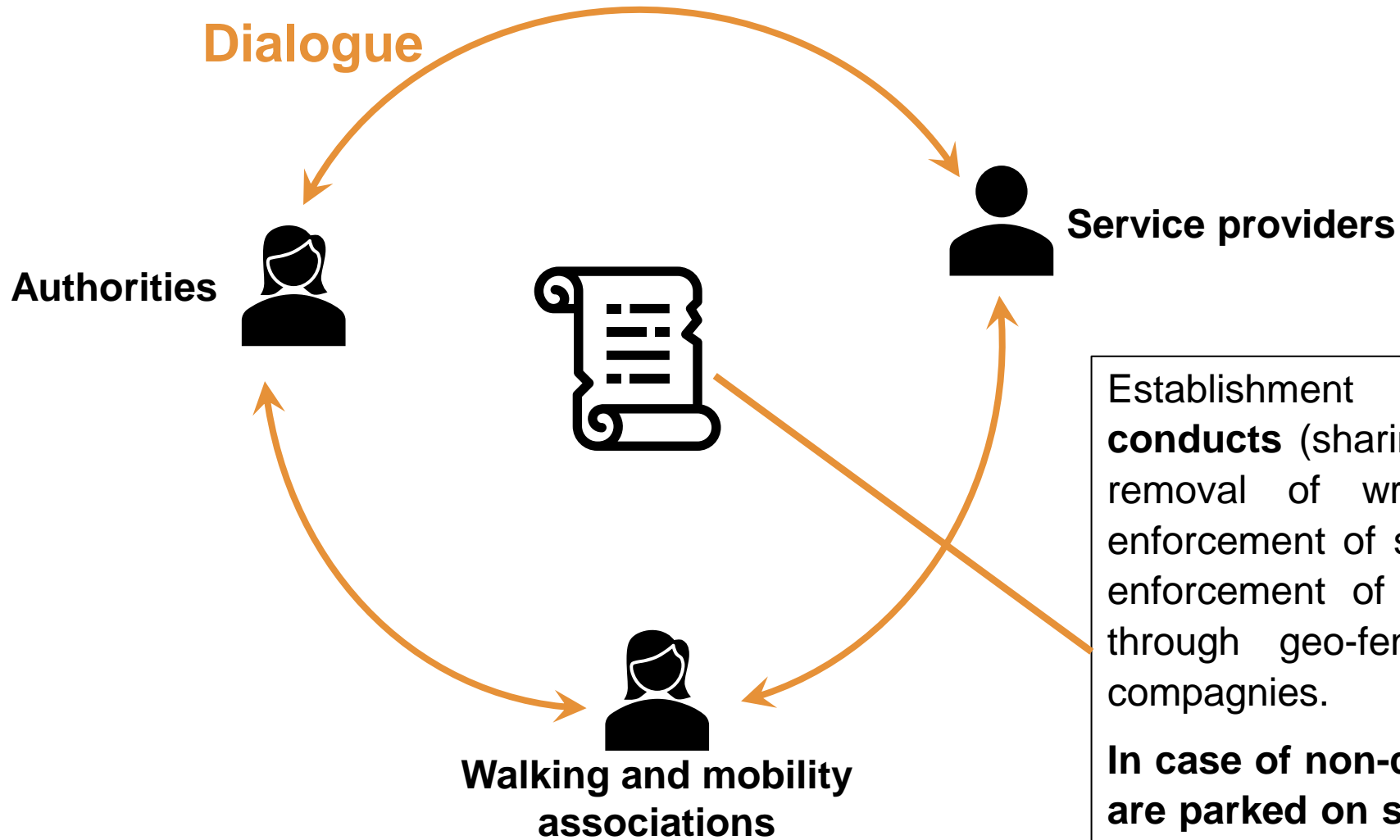
IFP supports a lower maximum speed.

Geofencing in the case of E-scooters

- Technique using geolocation to apply boundaries restricting the operation of shared e-scooters in specific areas.
 - Forbid access
 - Limit devices' speed
 - Regulate parking
- Provider-managed geofencing is absolutely crucial to force the users to use and to park the e-scooters in the authorized areas.



Providers responsibility



Establishment of **strict rules, code of conducts** (sharing of data, the prevention and removal of wrongly parked vehicles, the enforcement of speed limits, the definition and enforcement of no-parking and no-go zones through geo-fencing) that are binding for companies.

In case of non-compliance (e.g. if e-scooters are parked on sidewalks), authorities should suspend or terminate the license issued to the operator or apply sanctions.



Personal Mobility Devices increases traffic complexity, traditional transportation paradigm is becoming obsolete.

Pedestrians should not have to bear the burden of increased complexity of the traffic.

Sidewalks are no leftover space that can be assigned to cater for whatever new needs.

The increasing use of e-scooters reinforces the need to re-design streets, by creating a good network of bike/micro-mobility lanes and adapt the general speed in the cities.

Thank you for your attention!

