

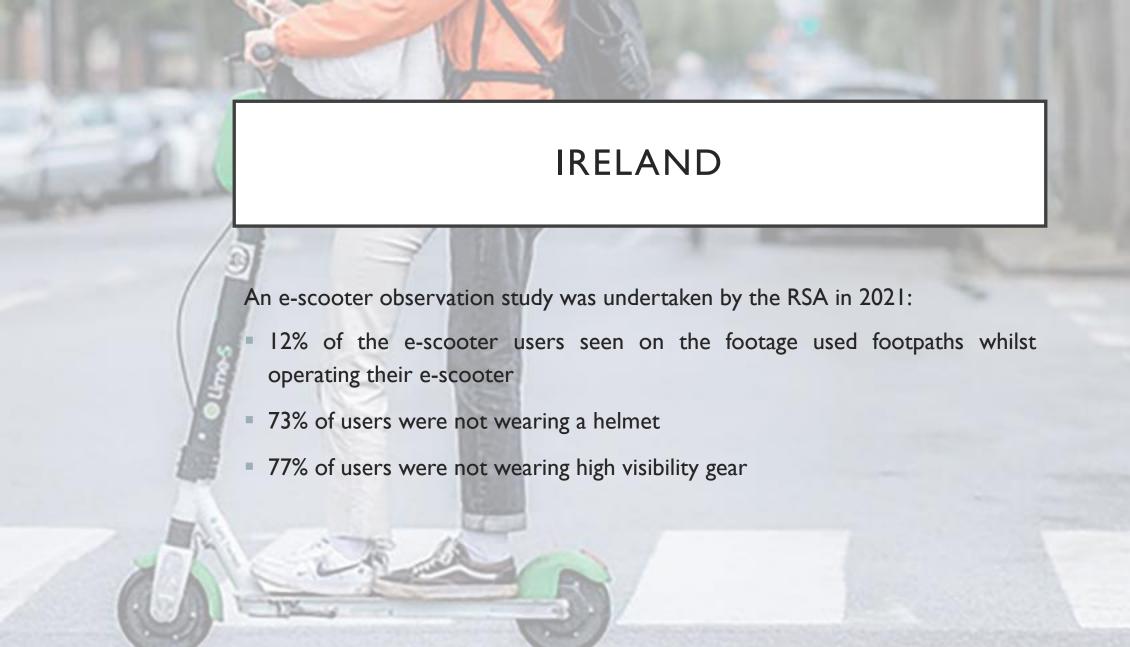
Legal position pre-2024 was unclear.

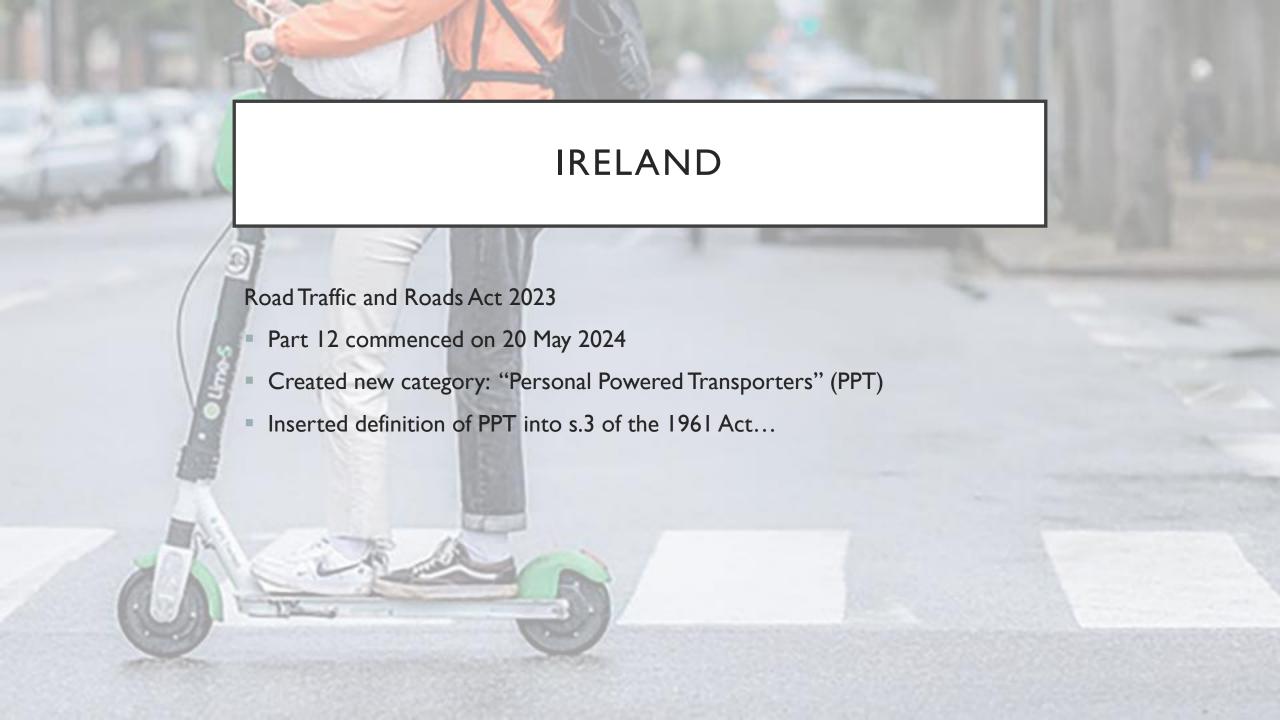
Pre-2024, e-scooters arguably came within definition of "Mechanically Propelled Vehicle" under s.3 of the Road Traffic Act 1961:

"mechanically propelled vehicle" means, subject to subsection (2) of this section, a vehicle intended or adapted for propulsion by mechanical means, including—

- (a) a bicycle or tricycle with an attachment for propelling it by mechanical power, whether or not the attachment is being used,
- (b) a vehicle the means of propulsion of which is electrical or partly electrical and partly mechanical,

but not including a tramcar or other vehicle running on permanent rails"





"...a vehicle-

- (a) designed and constructed for the carriage of a single person, but not designed or constructed for a person with restricted mobility or for the carriage of goods,
- (b) with a maximum weight unladen of 25 kilograms,
- (c) with a maximum design speed of no less than 6 kilometres per hour and no greater than 25 kilometres per hour, and
- (d) equipped with an electric motor having a maximum continuous rated power, or electric motors having a combined maximum continuous rated power, of less than or equal to 0.5 kilowatts.

but not including a vehicle referred to in paragraph (b) of the definition of pedal bicycle or in paragraph (b) of the definition of pedal tricycle"

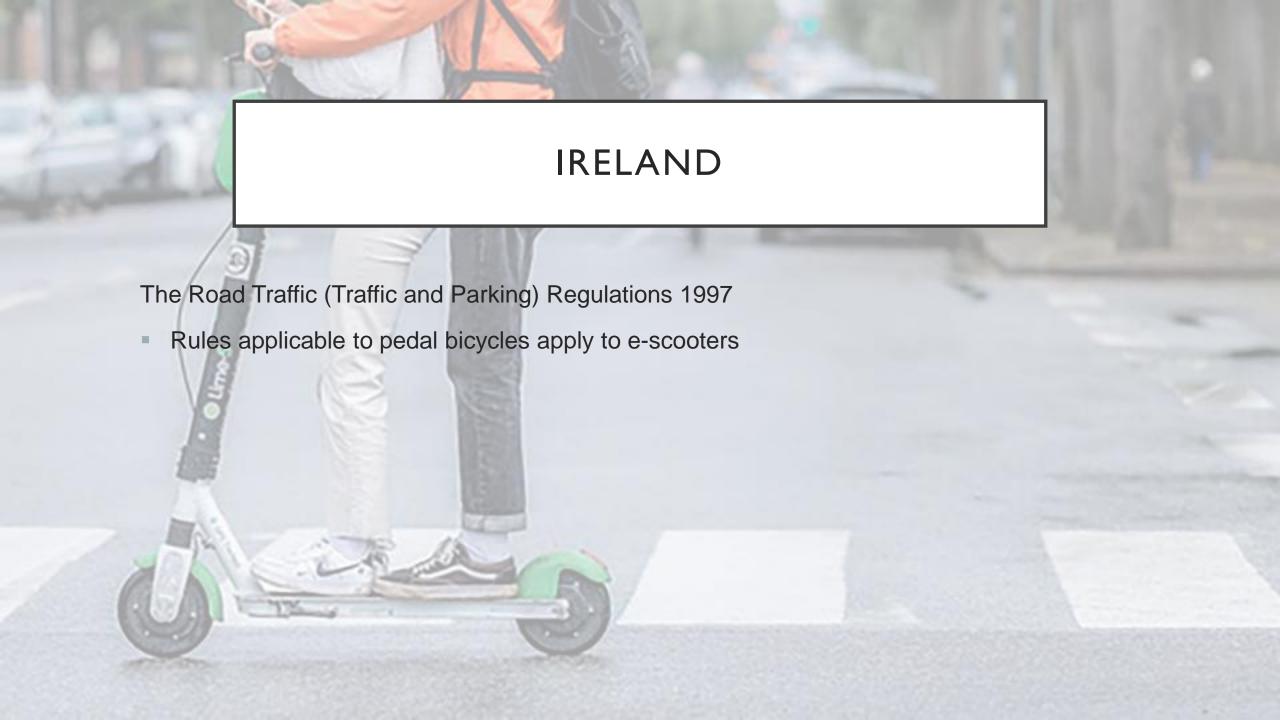
The 2023 Act clarified inter alia that PPT operators:

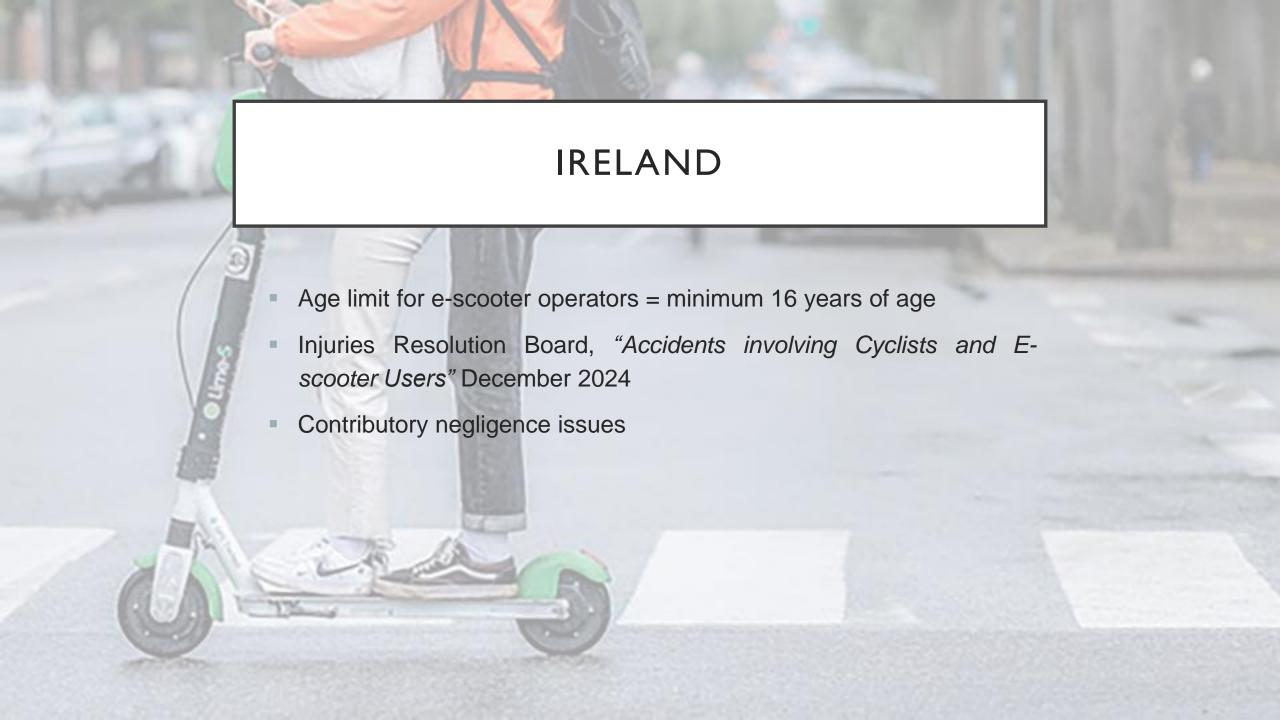
- Do not need to pay motor tax
- Do not need to register their vehicle
- Do not require an NCT Certificate
- Do not need to hold a valid policy of insurance— see definition in s.56(9)(a) of the Road Traffic Act 1961
- No driving licence required

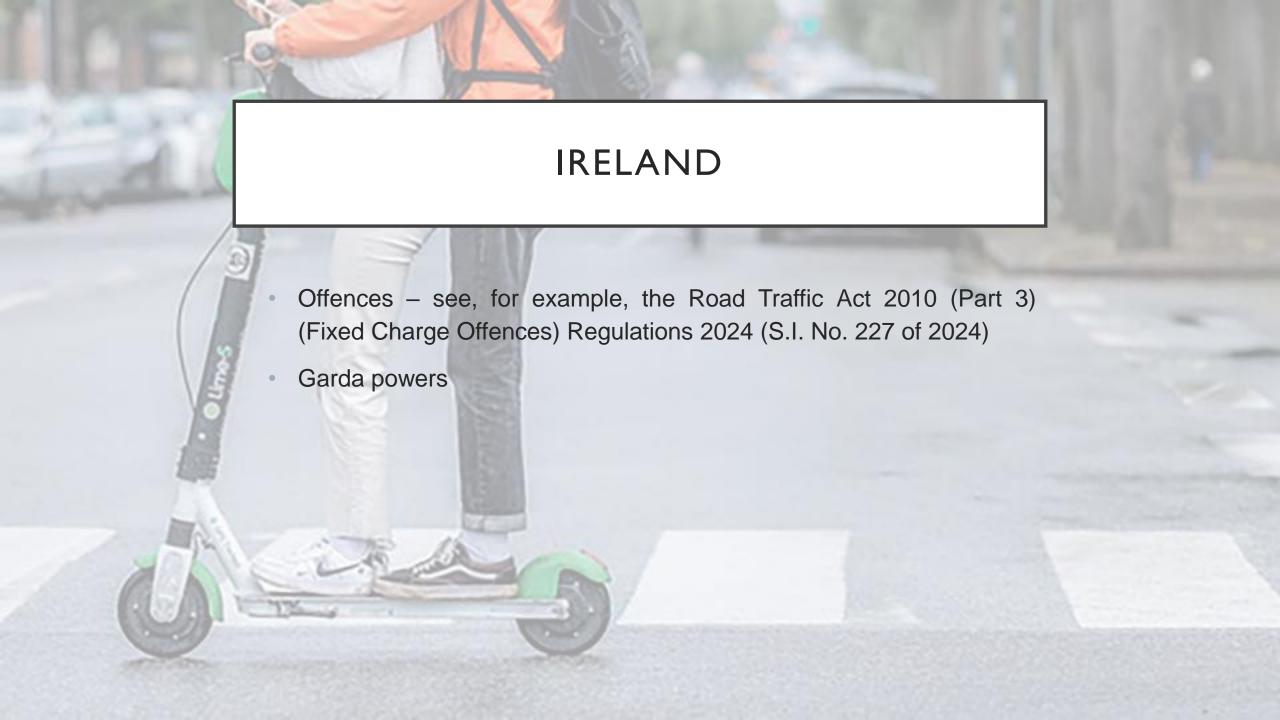
IRELAND Full clarity achieved: Road Traffic (Electric Scooters) Regulations 2024 (S.I. No. 199 of 2024) and the Road Traffic (Use of Powered Personal Transporters) Regulations 2024 (S.I. No. 224/2024) Commenced 20 May 2024 Compliant e-scooters = PPT's

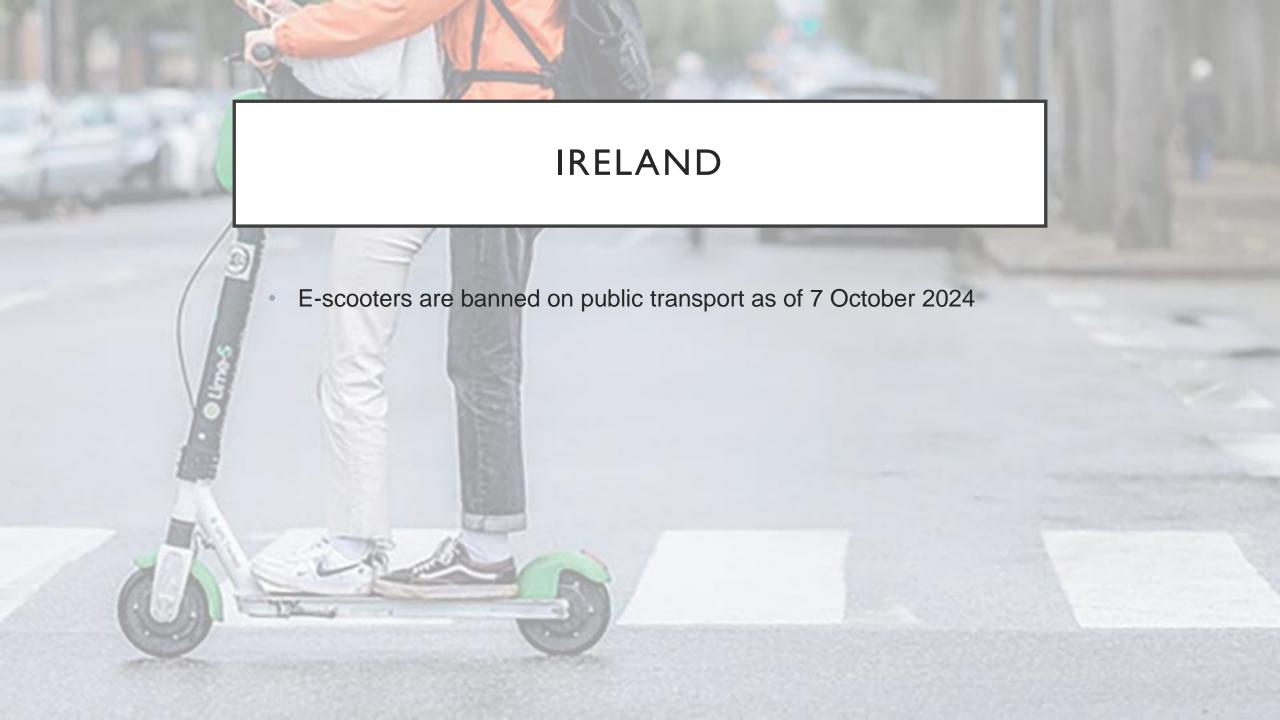
E-scooters legal for use on public roads as long as device and use compliant with the E-Scooter Regulations:

- Operated at max 20kmph or under (depending on the relevant speed limit)
- Cannot be used for the carriage of goods
- Cannot be used by more than one person at a time
- Cannot be modified to increase speed or power
- Cannot be modified so that the physical or technical characteristics of the vehicle no longer correspond to the manufacturer's design specifications and the information contained on the manufacturer's plate
- Cannot be modified in a manner which compromises the safety of the scooter
- Cannot be used for the purpose of towing other vehicles or equipment
- Cannot be fitted with a seat
- Must meet dimensional, weight, manufacturing and operating requirements
- The fitting of indicators to e-scooters is not mandated





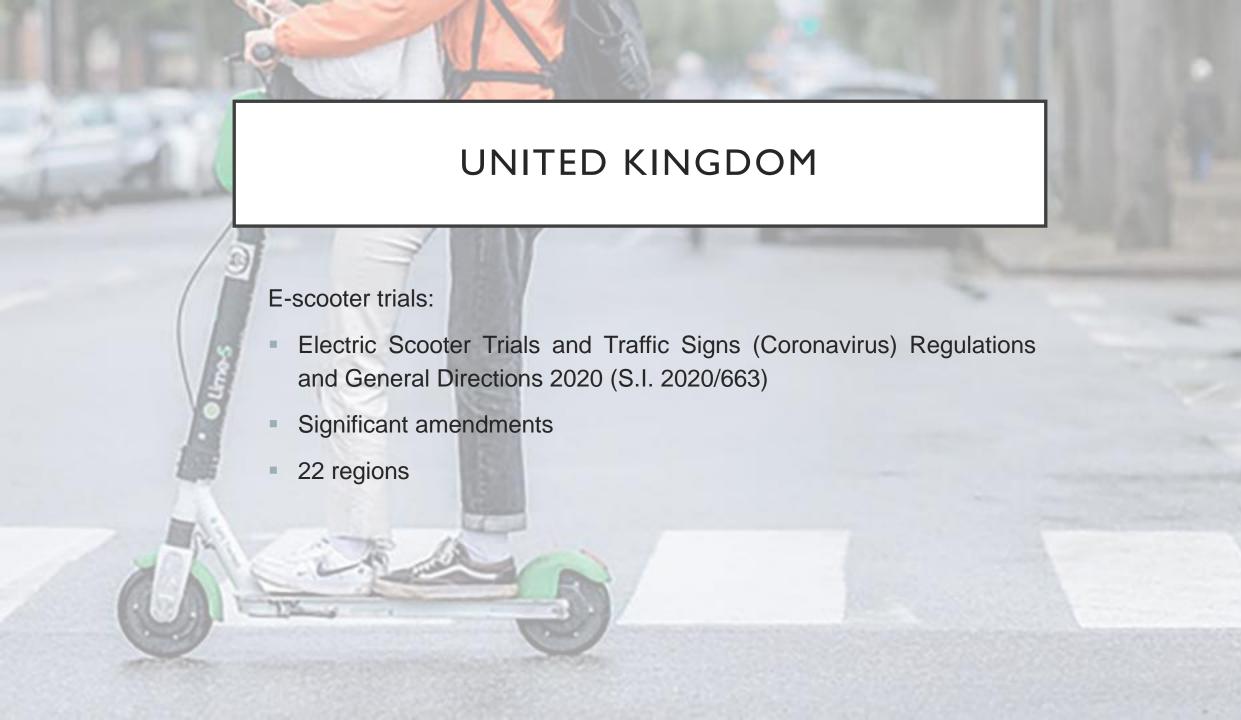




UNITED KINGDOM

E-scooters are classed as motor vehicles (more particularly, motorcycles) under s.189(1)(c) of the Road Traffic Act 1988 (as amended):

"motor cycle" means a mechanically propelled vehicle, not being an invalid carriage, with less than four wheels and the weight of which unladen does not exceed 410 kilograms..."



UNITED KINGDOM

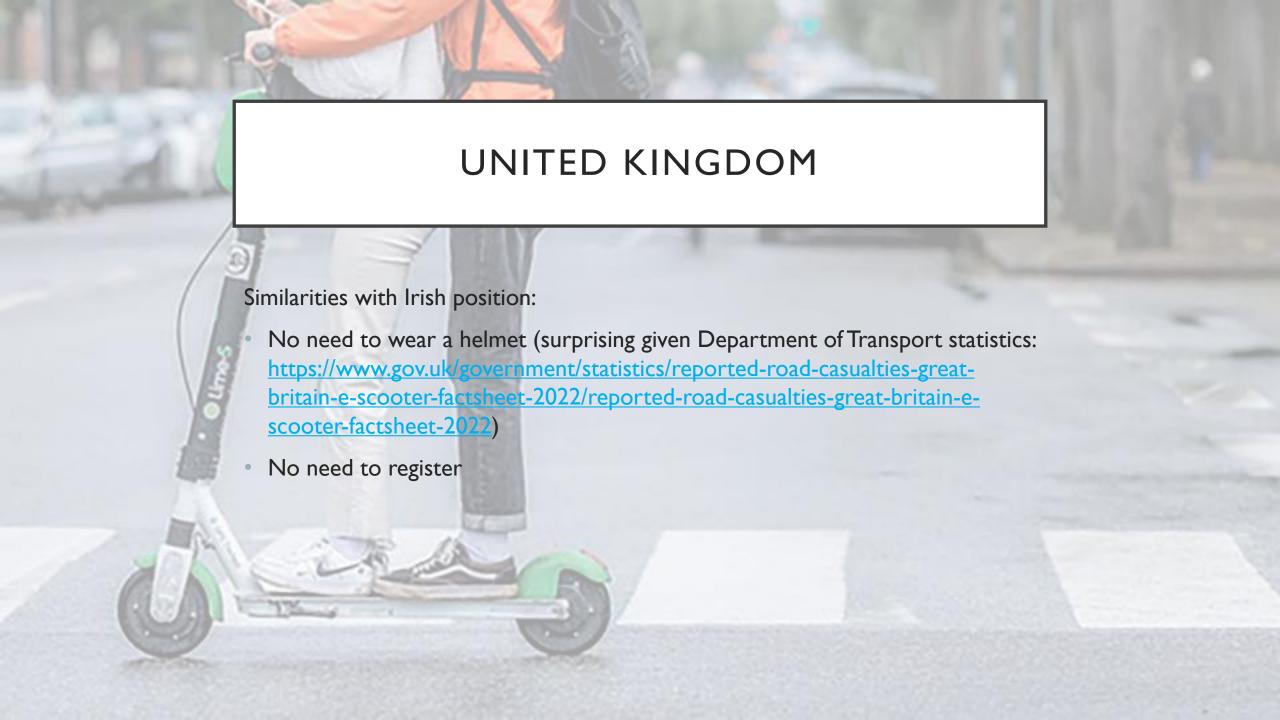
New definition of e-scooter inserted into the Motor Vehicles (Driving Licences) Regulations 1999 "electric scooter" means a category Q vehicle which—

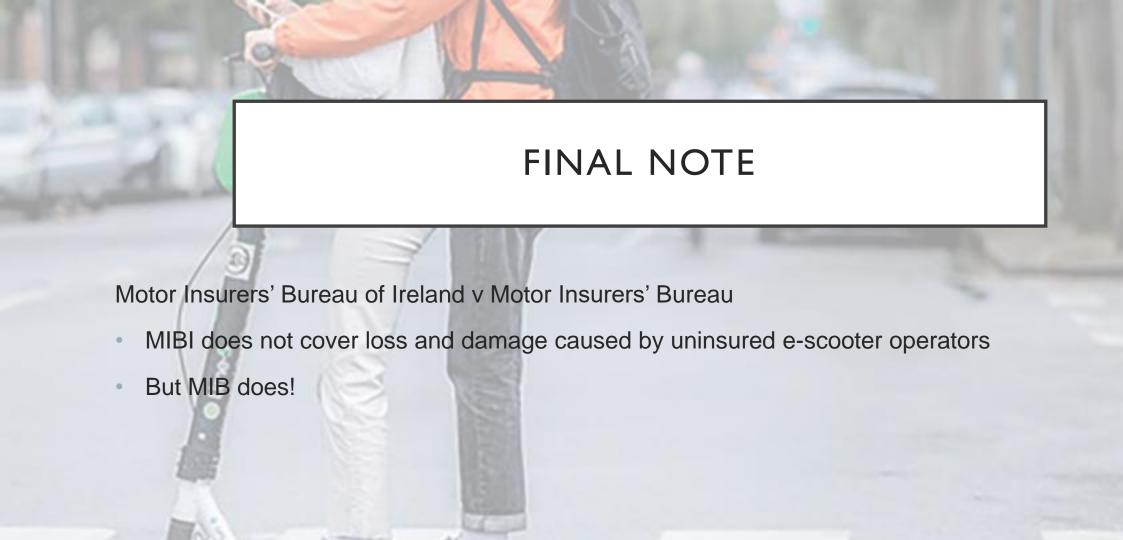
- (a) is fitted with an electric motor with a maximum continuous power rating not exceeding 500 watts;
- (b) is not fitted with pedals that are capable of propelling the vehicle;
- (c) has two wheels, one front and one rear, aligned along the direction of travel;
- (d) is designed to carry no more than one person;
- (e) has a maximum weight, excluding the driver, not exceeding 55 kilograms;
- (f) has a maximum design speed not exceeding 15.5 miles per hour;
- (g) has a means of directional control through the use of handlebars which are mechanically linked to the steered wheel;
- has a means of controlling the speed through hand controls; and has a power control that defaults to the 'off' position;"

UNITED KINGDOM

Major difference to Irish position:

Third party insurance <u>is</u> required – but this is typically organised by rental operators – (see https://www.gov.uk/government/publications/e-scooter-trials-guidance-for-local-areas-and-rental-operators)





CONCLUSION

- Ireland and the UK have taken very different approaches to regulating e-scooters.
- Ireland is introducing clearer regulations post-2024, but concerns remain about rider inexperience and pedestrian safety.
- The UK limits e-scooter use to regulated rental schemes, offering a more controlled and cautious approach.
- Both countries need further safety measures, including training, enforcement, and awareness, as e-scooter use continues to grow.

Thank you for listening!