

# Information about eRides/PPTs (Powered Personal Transporters) (by the eRide.ie Community)

PPTs / eRides are small motorised vehicles. They offer affordable, sustainable and convenient personal transport. They reduce traffic congestion in cities and contribute to improving air quality.

Most common eRide types (or Powered Personal Transporters):



We also consider eBikes / Electric Bicycles, with or without throttle, to be eRides/PPTs. Everyone has the right to sustainable, convenient and affordable transport, even if unfit.

## **Pollution Concerns**

Air pollution causes about 1,660 premature deaths in Ireland each year. Over 5% of all deaths in Ireland. Source: 2017 Air Quality in Europe report.

Air pollution causes asthma, heart disease and many other illnesses.

Having more sustainable transport choices can save lives.

Walking and cycling are the greenest choices of transportation.

We now have the opportunity to legalise yet other sustainable alternatives of transport.

Let's do so without imposing too many restrictions, to encourage their use.

## **Footpath Littering Concerns**

Private eRides/PPTs are not the same as Shared ones.

Private ones usually end up indoors or parked at allocated parking spaces.

Shared ones can also park where appropriate to do so (allocated parking, for example).

## **Safety Concerns**

The news covered a few recent accidents involving eRides/PPTs in Europe.

In Ireland, among all traffic, in 2015 there was 41828 collisions, with 8002 casualties. Source: RSA's Road Casualties and Collisions in Ireland 2015. Tables.

Accidents happen every single day, no matter the type of transport used.

eRides/PPTs are light and small. They can do much less damage than heavier/larger vehicles in a collision.

Proper planning and infrastructure can accommodate all forms of transport.

## **Highlights from a recent RSA (Road Safety Authority) Report:**

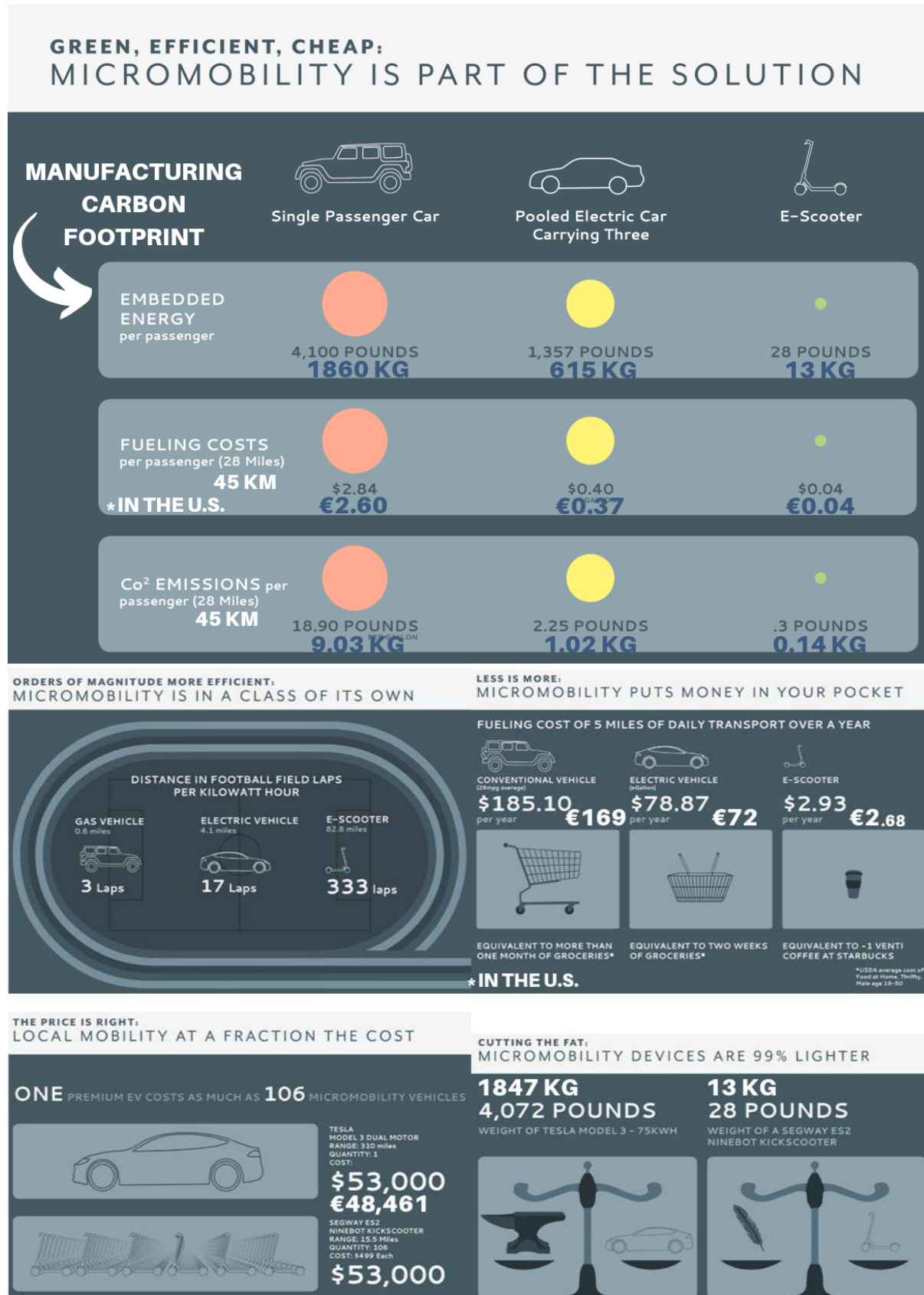
In summary, the RSA report says that eRides/PPTs should be legalised and regulated. Quotes:

"These devices have potential benefits for active travel and possibly for improving air quality and reducing traffic congestion."

"e-scooters offer a cheaper and quicker alternative when compared with more conventional travel means (e.g. private automobiles, public transit)."

## How do eRides/PPTs compare to cars?

(Source: Wired. <https://www.wired.com/story/e-scooter-micromobility-infographics-cost-emissions/> )



Consultation Form is on pages 6, 7 and 8. Please complete it and send it to [ppt@dttas.gov.ie](mailto:ppt@dttas.gov.ie) with "PPTs Consultation" included in the **subject line**, by **CoB** Friday the 1st of November 2019.



## Consultation Process - Powered Personal Transporters (PPTs) - (eScooters, Segways etc) - should their use be legalised?

### Background

The use of vehicles such as electric scooters (eScooters), Segways, electric skateboards (sometimes referred to as 'hoverboards'), powered mini-scooters, electric unicycles and electric bicycles (not pedal assisted) on our roads and in 'public places' is becoming more common as a means of personal transport and are now being collectively classified as **"Powered Personal Transporters" or "PPTs"**. Because such vehicles are not easily defined in law, their regulation, particularly in terms of safe usage, varies considerably from country to country.

The notable upsurge in the number of eScooters used and available for hire in many of the main cities in Europe and the US has focused recent discussions regarding their numbers, collisions, how and where they can be used and by whom, and the criteria in respect of the vehicles themselves. A number of main cities have recently introduced controls to restrict their numbers (in respect to on-street hire) and in even in some cases imposed a ban on their use.



eScooter

In Ireland, such vehicles are classified as mechanically propelled vehicles (under road traffic legislation). Despite many claiming that the legislation is somewhat 'grey' in its interpretation, their use on public roads and in public places is clearly prohibited. Such an approach is also taken in a number of other countries, including the UK.

#### Section 3 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.*

**NOTE:** subsection (2) deals with vehicles that are substantially damaged (i.e. not relevant to above definition in the context of this consultation process)



As a mechanically propelled vehicle (MPV), the use of PPTs requires that they are covered by insurance, are taxed (motor tax) and their 'driver' holds the appropriate driving licence for the category of vehicle. Penalties are provided

#### Electric Unicycle



under road traffic laws (including fixed charge notices, penalty points, court fines and possible detention of the vehicle by An Garda Síochána) for not being in compliance with these requirements.

Due to the nature of PPT vehicles themselves, it is currently not possible to tax or insure them and, therefore, they are not considered suitable for use on a public road or in a public place.

In considering whether or not to amend existing legislation to deal with the emergence of PPTs on our roads, the Minister for Transport, Tourism & Sport, Mr. Shane Ross, requested the Road Safety Authority (RSA) to conduct research into the use of eScooters (and similar vehicles) in other countries and the implications for the interaction of such vehicles with other vulnerable road users, along with other 'normal' vehicular traffic so as to inform the Department when giving consideration as to whether or not to 'revisit' the definition of a mechanically propelled vehicle. The RSA commissioned TRL (Transport Research Laboratories) Ltd. to carry out this research on behalf of the Authority.

Both the RSA and TRL have recommended that the legislation be amended, but with significant caveats being applied. Those caveats include the promotion of the use of helmets and other protective equipment, the need to provide training for the operators of these vehicles and clarification as to who can legally use the vehicles (including age restrictions and possible licence requirements) – a copy of TRL's report can be found [here](#).



Segways & Segway 'Hoverboard'







**Electric Skateboard**



**Electric Mopeds/Bikes**

Recognising that the reviewers encountered significant difficulties in carrying out their research due to a lack of robust evidence being available at this time, the Minister has decided to initiate a public consultation process to investigate, from a purely Irish perspective, the conditions under which eScooters and such vehicles might be legalised.

To assist the Department's consideration of the proposal, we are conducting an eight-week consultation process. All interested parties are invited to provide their views to the Department as part of this process. The consultation is also being brought directly to the attention of a range of stakeholders with a particular interest/responsibility for road safety.

It would be helpful if respondents set out the reasons for views expressed and to provide evidence that may be relevant in support of those views.

If you would like to make a consultation submission, please do so by sending a submission to **[ppt@dtas.gov.ie](mailto:ppt@dtas.gov.ie)** with "PPTs Consultation" included in the subject line, by CoB Friday the 1st of November 2019.

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### **Freedom of Information**

Attention is drawn to the fact that information provided to the Department may be disclosed in response to a request under the Freedom of Information Act 2014. Therefore, should it be considered that any information provided is commercially sensitive, please identify same, and specify the reason for its sensitivity.

If you have any queries, please contact:

**Loraine Maher, Road Safety Division**  
**Department of Transport, Tourism & Sport, Leeson Lane, Dublin D02**  
**TR60**  
**Telephone number: (01) 604 1239**  
**Email: [PPT@dtas.gov.ie](mailto:PPT@dtas.gov.ie)**



## Public Consultation Questionnaire: **Powered Personal Transporters (PPTs) - (eScooters, Segways etc) - should their use be legalised?**

Please see note in relation to data protection and privacy at the end of this document.

**Question 1:** What category of stakeholder do you represent (e.g. private, company, organization etc)?

**Question 2:** Do you think that the use of PPTs should be permitted in Ireland and why?

Yes/No?

**Question 3:** Are there any types of PPTs (e.g. Segways, eScooters, electric unicycles etc) that you think should not be permitted to be used and why?

**Question 4:** If the use of PPTs on our roads is to be permitted do you think that they should have some form of identification (i.e. a registration plate/markings)?

Yes/No?

**Question 5:** If the use of PPTs on our roads is to be permitted do you think that users should (a) be of a minimum age (if yes – what age?) and (b) have some form of licence covering their use (e.g. category AM driving licence - mopeds)?

(a) Yes/No?    Minimum Age \_\_\_\_\_  
(b) Yes/No?

**Question 6:** If the use of PPTs on our roads is to be permitted do you think that their use should be covered by some form of insurance (i.e. liability cover)?

Yes/No?



**Question 7:** If the use of PPTs is to be permitted do you think that can be used on (a) footpaths, (b) cycle lanes (c) bus lanes (d) normal traffic lanes?

- (a) Yes/No?
- (b) Yes/No?
- (c) Yes/No?
- (d) Yes/No?

**Question 8:** If the use of PPTs is to be permitted do you think that they should be restricted to (i) a maximum speed (if yes - please suggest such a maximum speed) and (ii) only used on roads with a maximum speed limit of (a) 30kph, (b) 40kph or (c) 50kph?

- (i) Yes/No? Maximum Speed \_\_\_\_\_
- (ii) (a) 30kph?  
(b) 40kph?  
(c) 50kph?

**Question 9:** If the use of PPTs on our roads is to be permitted do you think that users should be required to wear (a) protective head-gear, (b) high-visibility clothing (i.e. be mandatory)?

- (a) Yes/No?
- (b) Yes/No?

**Question 10:** If the use of PPTs on our roads is to be permitted do you think that users should (a) have some form of training, (b) if so, by who?

- (a) Yes/No?
- (b)

**Question 11:** If the use of PPTs on our roads is to be permitted do you think that it should be left to local authorities to decide whether or not to regulate their use in their respective functional areas?

Yes/No?



**Please provide any other comments relating to the use of PPTs that have not be address above**

## **Data Protection and Privacy Notice for Respondents to Public Consultations**

Responses to this consultation are subject to the provisions of the Freedom of Information Act 2014 (FOI) and Access to Information on the Environment Regulations 2007-2014 (AIE). Confidential or commercially sensitive information should be clearly identified in your submission; however, parties should also note that any or all responses to the consultation are subject in their entirety to the provisions of the FOI Acts and are likely to be published on the website of the Department of Transport, Tourism and Sport.

If you consider that any part of your submission would be subject to any of the statutory exclusions under that Act please so indicate in your submission, specifying under which exemption you believe the content should be excluded.

Respondents should be advised that by responding to the public consultation, they consent to their name being published online with their submission. The Department will redact personal addresses and personal email addresses prior to publication.

We would draw attention to the Department's privacy notice and data protection policy: The Department [of Transport, Tourism and Sport] processes personal data for purposes associated with the administrative functions of the Department and to fulfil legal obligations. The Department only retains personal data for as long as it is necessary to perform our role in relation to the purposes for which the personal data was originally obtained and/or to comply with our obligations under applicable law.

The Department has developed a Personal Data Retention and Disposal Policy that outlines the period of time for which all personal data stored and processed within the Department is retained. The Department may disclose your personal





data to other organisations in certain circumstances, where lawful. Where your data is transferred outside the Department we take steps to ensure adequate protections are in place to ensure the security of your information. Full details can be found in the Data Privacy Notice, which is available on [www.dttas.gov.ie](http://www.dttas.gov.ie) or in hard copy upon request.

**Department of Transport, Tourism & Sport**

**1 September 2019**