MOVING FORWARD TOGETHER

WHITE PAPER: MICROMOBILITY

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1. REVIEW OF INTERNATIONAL LEGISLATION AND REGULATORY PRACTICE REGARDING MICROMOBILITY

2. SUMMARY OF INTERVIEWS WITH BUSINESSES THAT PROVIDE ELECTRIC SCOOTER, BICYCLE AND ELECTRIC BICYCLE RENTAL SERVICES IN UKRAINIAN CITIES

3. FINDINGS OF AN ONLINE SURVEY OF MICROMOBILITY USERS IN UKRAINE

4. RECOMMENDATIONS ON MICROMOBILITY POLICY DEVELOPMENT

Review of international legislation on micromobility (MM)

- 16 countries considered (EU + the UK, USA, Colombia, Singapore, New Zealand, Turkey)
- Selection criteria: traffic safety level, economic development, population size, availability of regulation on micromobility
- The analysis concerned: traffic safety, infrastructure development, place in the transport system of cities, impact on the environment
- Measures taken in the wake of the pandemic were studied
- In addition to countries, information from individual cities with certain local rules, is provided
- The study concerned the use of both rented and owned micromobility vehicles

Experiences in different countries: UK, Netherlands

Milton Keynes - one of the first cities in the UK to have permitted test rental of electric scooters for one year
Photo source: www.theguardian.com

The heaviest restrictions, such as the ban on owned vehicles and strict control over rental services

Experiences in different countries: Germany

Arrangement of temporary bike lanes in Berlin
Photo source: the “Making Safe Space for Cycling in 10 Days” Guide

Rapid (and sometimes scandalous) arrangement of pop-up bike lanes and updates in the Traffic Regulations - better safety for users of bicycles and micromobility vehicles

Experiences in different countries: France

Electric scooters parked on the trafficway
Photo source: www.straitstimes.com

Rapid development of bicycle infrastructure at the expense of automobiles; work with dangerous places; scooters may not be parked on sidewalks.

Experiences in different countries: Colombia

Bike lane network in Bogota. Adding to the 550 km built earlier, 76 km more were built in 2020, with 22 km – overnight in March
Photo source: www.smarcitiesworld.net

Priority for the development of bicycle and micromobile transport; city recommends companies and institutions to encourage employees to use those modes of transportation

COMPARATIVE TABLE OF KEY FEATURES IN DETERMINING THE MICROMOBILITY (MM) VEHICLES AND REGULATING THEIR MOVEMENT

Country	Limited design speed of the vehicle to fall under the definition of MM, km/h	Other limitations of MM vehicle	Where is it recommended to move?	Is it allowed to move on the sidewalk?	Response to the spread of MM vehicles and their use during a pandemic
FRANCE	25	–	Cycling infrastructure, right side of the street (except for country roads)	No	Cities dedicate sides of the streets for cycling infrastructure
GERMANY	20	Capacity: maximum 500 W (1400 for self-balancing devices), presence of the steering wheel	Cycling infrastructure, roadway	No	Rapid development of cycling infrastructure
GREAT BRITAIN (test period)	25	Rental electric scooters only, weight: 55 kg, capacity: 500 W, need for a special certificate	Cycling infrastructure, roadway, the right of local authorities to regulate	No	The beginning of the test period for the rental of electric scooters (have been previously banned)

Summary of policy reviews

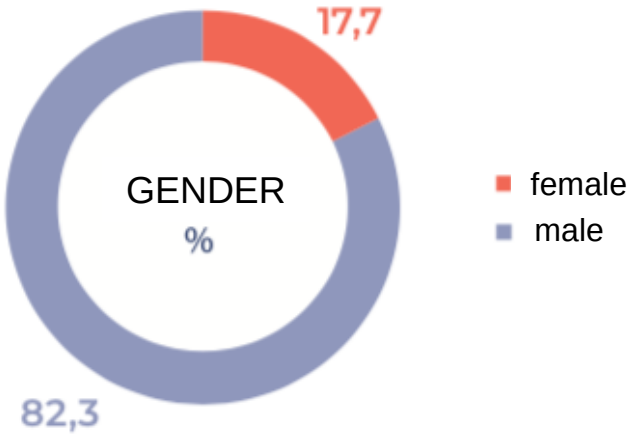
- Top speed limitation (by 20 or 25 km/h), weight (45-55 kg) and power (250-1000 W, 1400 for self-balancing vehicles).
- Ban on distractions - phone, headphones, etc.
- MM users are equal to bicyclists: ride is allowed on bicycle infrastructure or on roads.
- In the majority of countries, sidewalk traffic is prohibited. If allowed - then at a speed of 5-10 km/h.
- Helmets are not required in any country (may be recommended).
- Cooperation of rental companies with the city authorities and creation of common rules is encouraged.
- Introduction of heavy penalties for dangerous violations.
- The development of cycling infrastructure is the most effective measure to promote MM vehicles and improve traffic safety.

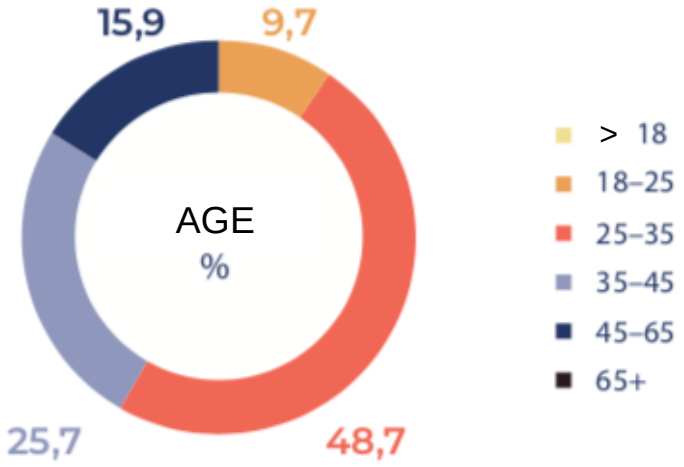
SUMMARY OF INTERVIEWS WITH BUSINESSES THAT PROVIDE ELECTRIC SCOOTER, BICYCLE AND ELECTRIC BICYCLE RENTAL SERVICES IN UKRAINIAN CITIES

Main problems revealed in the inteviews and the survey

- Lack of infrastructure, low priority of its creation from the perspective of local authorities (83% of respondents)
- Lack of definition and rules of use in the Traffic rules
- Excessive speed of cars in cities, lack of control over safe speed
- Lack of rules of transportation in public transport and conditions to combine
- Lack of MM data collection mechanism
- Lack of cooperation between rental services and local authorities
- Dangerous traffic (both for MM on the roads, and for pedestrians - from the MM on sidewalks)
- Lack of information campaigns to promote sustainable modes of transport

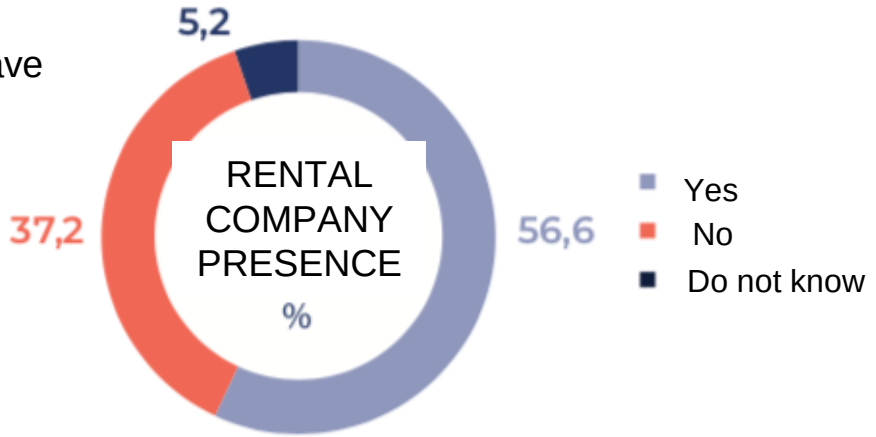
FINDINGS OF AN ONLINE SURVEY OF MICROMOBILITY USERS IN UKRAINE



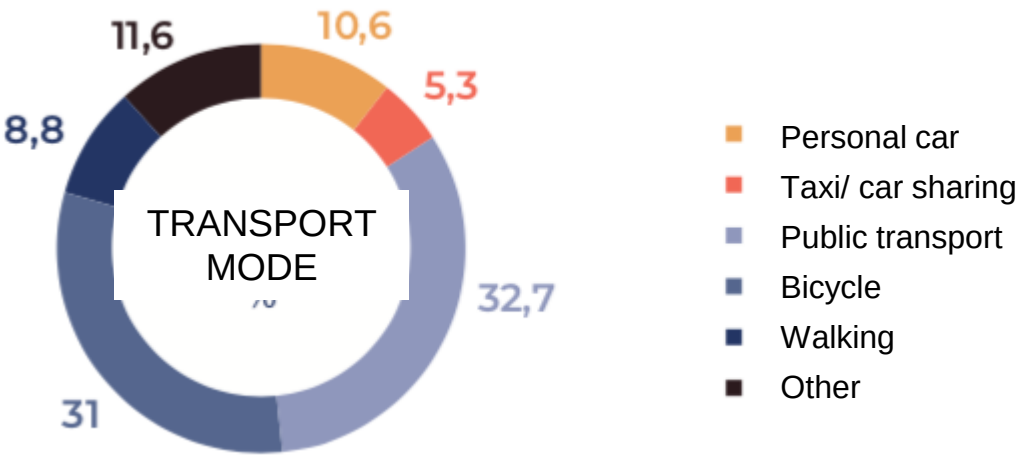


The majority of respondents live in cities that have electric scooter rental services:

(Note: according to the information provided by those service providers, the list of those cities has significantly expanded in 2021)



What transport niche does MM occupy?



Similarly to the European countries, the majority of MM rides replace bicycles or public transport

Recommendations: nation-wide level

- Introduce the definition of MM, equate (in whole or in part) to the bicycle
- Define restrictions by parameters (speed, power, weight)
- Develop strategic documents for MM development and infrastructure creation
- Establish rules for transportation of MM in public transport, and conditions to combine different modes of transport (multimodality)
- Improve traffic safety, implement principles similar to Vision Zero
- Reduce or temporarily lift custom duties for bicycles and MM vehicles, promote local production of those vehicles
- Continue to improve the Construction Code and Standards; envisage the use of modern infrastructure solutions in those.

Recommendations: local level

- Create networks of consistent and safe cycling infrastructure
- Engage the public in the discussion of infrastructure projects and urban planning
- Develop rules for the transportation of micromobility vehicles, integrate rental services into the public transportation system
- Create spaces to promote use of MM - pedestrian areas, cyclist-and-pedestrian streets, restrictions on car entry or speed limits in downtown city areas, etc.
- Establish interaction between local authorities and rental services
- Run information campaigns to promote sustainable transport and its positive impact on the city, environment and health

Notes

- Positive impact on the environmental situation in cities, if car travels are replaced by MM trips (report of the European Environment Agency).
- MM vehicles decrease human body movements and do not promote an active lifestyle (mentioned in many studies, including in the position of the UK "Parliamentary Advisory Council for Transport Safety").
- Many sources note high numbers of incidents involving MM. The Danish Ministry of Transport claims that scooters are 7 times more dangerous than bicycles.

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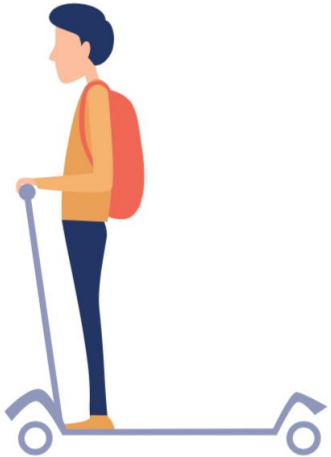
Thank you!



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