



The safety of private e-scooter use in the UK
E-scooter casualty data for the UK (2019-present)
Version number: 20210920 Revision 5



This document records casualties from incidents involving e-scooters, from across the UK, as gathered by PACTS. Due to under reporting or incorrect categorisation we know that this data is incomplete and but, in the absence of official data, it may be the best available. We are also aware of near-misses and collisions from which no injuries are inflicted. We recognise that they can be distressing but have chosen not to include them as they will not be recorded by the Department of Transport who are carrying out the study into the hire-schemes in the UK.

Data from the media has been collected through proactive research of all major media platforms, including the use of three different monitoring systems and automatic updates. Where URLs are provided, a copy of the source data has been retained by the researcher.

Severity of injury is classified as defined in STATS 20 where each casualty is allocated into one of three possible categories. Where necessary we have made a judgement based on the information available. Therefore we aware that it might not be the perfect categorisation as it is not official data:

- Fatal injury includes any cases where death occurs within 30 days as a result of a crash. It does not include death from natural causes or suicide.
- Serious injury includes (but is not limited to): fracture, internal injury, severe cuts, crushing, burns, concussion and fatalities occurring 30 or more days after the crash. Serious casualties are often (although not necessarily) detained in hospital for treatment.
- Slight injury includes (but is not limited to): sprains, whiplash, bruises, slight cuts and slight shocks requiring roadside attention. Slight casualties can often (although not necessarily) be treated at the roadside.

Where multiple casualties were involved in one incident, this has been indicated.

If you would like to access to this data in an editable format contact Margaret.Winchomb@pacts.org.uk

Table with columns: Date of incident, Location, Incident type, Age of e-scooter rider, Scooter Type, Casualty / road user type, Severity of injury, Type of injury, Gender of Casualty, Age of Casualty, Multiple Casualty Incident, Source, Notes. The table contains 100 rows of incident data.

This document records casualties from incidents involving e-scooters, from across the UK, as gathered by PACTS. Due to under reporting or incorrect categorisation we know that this data is incomplete and but, in the absence of official data, it may be the best available. We are also aware of near-misses and collisions from which no injuries are inflicted. We recognise that they can be distressing but have chosen not to include them as they will not be recorded by the Department of Transport who are carrying out the study into the hire-schemes in the UK.

Data from the media has been collected through proactive research of all major media platforms, including the use of three different monitoring systems to gain automatic updates. Where URLs are provided, a copy of the source data has been retained by the researcher.

Severity of injury is classified as defined in STATS 20 where each casualty is allocated into one of three possible categories. Where necessary we have made a judgement based on the information available. Therefore we are aware that it might not be the perfect categorization as it is not official data:

- Fatal injury includes any cases where death occurs within 30 days as a result of a crash. It does not include death from natural causes or suicide.

- Serious injury includes (but is not limited to): fracture, internal injury, severe cuts, crushing, burns, concussion and fatalities occurring 30 or more days after the crash. Serious casualties are often (although not necessarily) detained in hospital for treatment.

- Slight injury includes (but is not limited to): sprains, whiplash, bruises, slight cuts and slight shock requiring roadside attention. Slight casualties can often (although not necessarily) be treated at the roadside.

Where multiple casualties were involved in one incident, this has been indicated.

If you would like to access to this data in an editable format contact Margaret.Winchcomb@pacts.org.uk

Date of incident	Location	Incident type	Age of e-scooter rider	E-scooter Type	Casualty - road user type	Severity of injury	Type of injury	Gender of Casualty	Age of Casualty	Multiple Casualty Incident	Source	Notes
29/09/2020	East Midlands	Near miss collision of child		Trial							https://www.northamptonchron.co.uk/news/people/reception-age-pupil-knocked-over-e-scooter-northampton-town-centre-2986219	
25/11/2020	East England	Near miss collision of child		Private							https://www.who-news.co.uk/news/18896952-e-scooter-stated-near-miss-child-hospital/	
27/11/2020	South East England	Collision but no injury		Unknown							https://www.miltonkeynes.co.uk/news/people/blind-woman-speaks-out-after-being-hit-teenagers-e-scooter-milton-keynes-3049234	
14/07/2020	East Anglia	Near miss collision of child		Private							https://www.ipwichestar.co.uk/news/ipwich/e-scooter-crash-bawem-street-child-2886864	
07/09/2020	North West England	Near miss collision		Private							https://www.liverpoolecho.co.uk/news/liverpool-news/parents-urged-control-kids-electric-17880619	
05/04/2021	Ipswich	Drink Driving		Private							https://www.ipwichestar.co.uk/news/crime/man-caught-drink-driving-e-scooter-handed-ban-8019914	
04/07/2021	East Midlands (Northampton)	stationary e-scooter with pedestrian	N/A	Trial	Pedestrian	Fatal	fatal	male	75		https://www.northamptonchron.co.uk/news/people/the-accident-he-had-was-completely-avoidable-75-year-old-man-dies-from-injuries-after-trying-to-move-abandoned-electric-scooter-in-northampton-3192597	