



How to reduce the e-scooter parking problem in European cities?

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Dedicated e-scooter parking areas – the solution to the problem?

Examples in Vienna



Pilot project in the 7th district in Vienna – key facts

Interviews with vulnerable road users

- summer 2021
- interviews in person (297 pedestrians and 139 e-scooter riders)
- 20 questions concerning behaviour/attitudes

On-site survey about e-scooter parking

- March 2020 (before) and July 2021 (after)
- Observation of 2,100 e-scooters

- **E-scooter parking areas:** positive impact on the parking behaviour (but only in close proximity)
- **Additional measures (incentives) are necessary** to positively influence parking behaviour

Recommendations



- 1 **Infrastructure:** create new dedicated parking areas at regular intervals and/or adapt current bicycle parking areas to include e-scooters
- 2 **Inform e-scooter riders** about the existence of dedicated e-scooter parking areas and the importance of parking e-scooters correctly through various media
- 3 **Introduce a legal requirement for rental e-scooter companies** to ensure their e-scooters are correctly parked (incentives or fines)