

Traffic regulations for electric scooters in urban areas

1. Electric scooters can be ridden on the side of the road only if a number of conditions is fulfilled:
 - the rider can't access pedestrian or bike paths;
 - the road in question is not a highway;
 - the road is suitable for bicycles and is under the speed limit of 60 km/h;
 - the rider follows the direction of the traffic;
 - travel must be done single-file, without overtaking or passing on the left hand side any obstacles or other transport apart from bicycles or mopeds;
 - the scooter is equipped with brakes, a horn or bell, headlight or white flashlight, and light reflectors (white in the front, red in the back, and orange/red on the sides)
2. In conditions of low visibility, dusk, or darkness, regardless of how well the road is lit, scooter riders must have their headlights on.
3. It is forbidden to ride an electric scooter while intoxicated, unwell, tired, or having taken medicine that may affect alertness and reaction speed.
4. Take note of the following signs that regulate scooter traffic:

Table 1

“Cyclists dismount here”	
“Wrong way/No entry”	
“No traffic”	
“No overtaking”	
“Road with a bike lane”	

5. Scooter riders are recommended to follow these rules:
 - use shared or bike paths, bike lanes on roads, or cycling zones
 - if there are none of the above – use sidewalks and pedestrian paths
 - if there are none of the above – use the side of the road
 - as a last resort – you may use the right-hand side of roads that are suitable for bicycles and are under the speed limit of 60 km/h
6. When riders share a path pedestrians and/or cyclists, pedestrians have priority.
7. When getting in the way of pedestrians, riders have to bring their speed down to that of pedestrians. This rule is especially important in public places.
8. When nearing a pedestrian crossing, riders have to bring their speed down to that of pedestrians.
9. Riders use the traffic light signals meant for pedestrians or bicycles.
10. In residential areas, it is acceptable for riders to use both sidewalks and roads.
11. When leaving residential areas, riders have to give way to other road users.
12. In residential areas, pedestrians have priority but they don't have the right to get in the way of cars/scooters on roads.
13. When entering the road from adjacent areas, leaving it, or turning on a road crossing, cars must give way not only to pedestrians and cyclists, but also to riders on electric scooters.