

E-scooter Usage and Safety in Stockholm (2019–2023, Forecast to 2025)

Github: [E-scooter Usage and Safety Stockholm](#)

Introduction

This analysis explores the growth, usage, and safety of e-scooters in Stockholm. The purpose is to understand trends in ridership, fleet expansion, accident risk, and future outlook to support decision-making for city planners, operators, and policymakers.

Data Source

All data comes from the **Stockholm Miljöbarometern (Environmental Barometer)** traffic statistics portal.

Fredrik Hjelm, CEO and co-founder of Voi, said:

“Over the years, we have steadily expanded our e-bike fleets... Stay tuned for what’s next!”

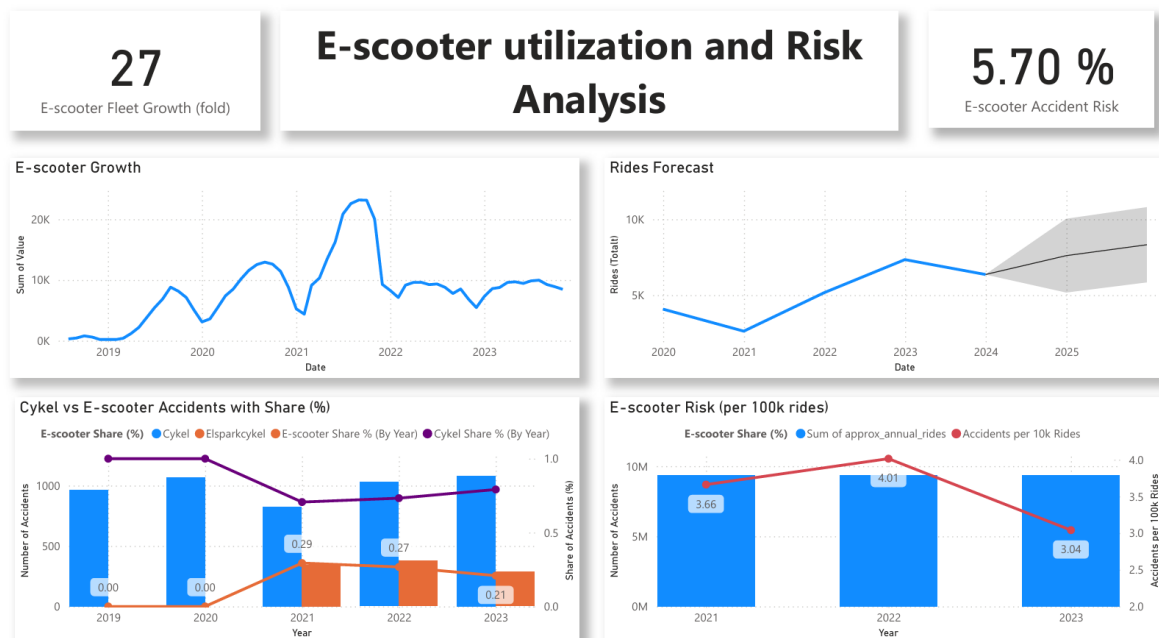


Figure 1: E-scooter utilization and Risk Analysis Dashboard

Key Insights from Charts & KPIs

1. How has the number of e-scooters changed?

Insight: Rapid growth from ~300 (2019) to >7,000 (2023)

Takeaway: Early boom is stabilizing under new regulations.

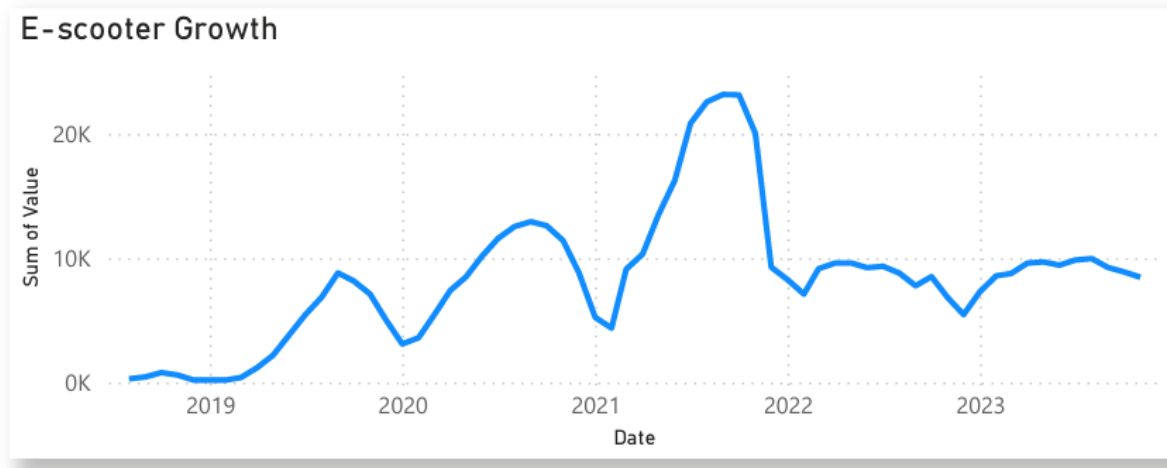


Figure 2: Fleet Growth (2019-2023)

2. How many rides are taken, and what's ahead?

Insight: After a dip in 2020–21, rides grew in 2023. Forecast points to moderate growth, annually by 2025.

Takeaway: Growth is steady but depends on infrastructure and regulation.

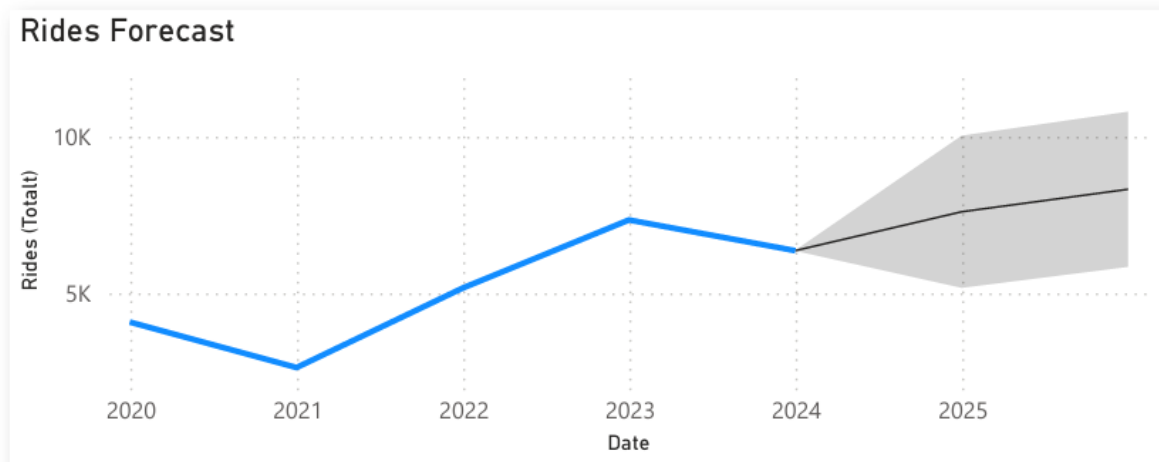


Figure 3: Rides and Forecast (2020-2025)

Supporting Instance:

Voi's expansion (Q1 2025):

- Launching new e-scooters (Voiaeger 8) ensures fresh fleet supply.
- Adding e-bikes and light e-bikes broadens the appeal to more user groups.
- Expansion signals confidence in demand growth across micromobility.

Source: [Voi | Voi expands its Vehicle Family with three new models in Q1 2025](#)

Interpretation

The forecasted growth to 2025 is further supported by operator actions. For example, Voi Technology announced in early 2025 the launch of three new vehicles (Voiaeger 8 e-scooter, Explorer 4 e-bike, Explorer Light 1). This expansion signals confidence in continued demand and suggests that the upper range of our forecast (10–11K rides daily by 2025) is realistic if adoption continues at this pace.

3. Do e-scooters dominate traffic accidents?

Insight: They make up only ~5.7% of all accidents. Share peaked in 2021 but declined after the 2022 sidewalk ban.

Takeaway: Visible but not dominant; policy appears to reduce relative accident share.

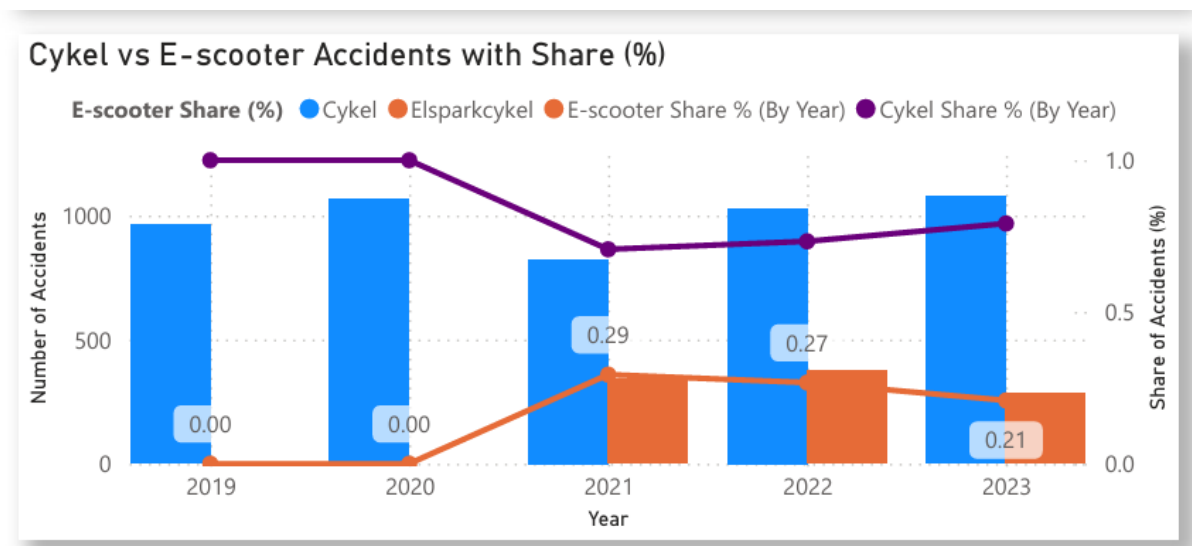


Figure 4: Accident Share

4. How risky is an e-scooter ride?

Insight: Stable at 3–4 accidents per 100k rides.

Takeaway: Accident probability is low relative to volume, but safety measures remain critical.

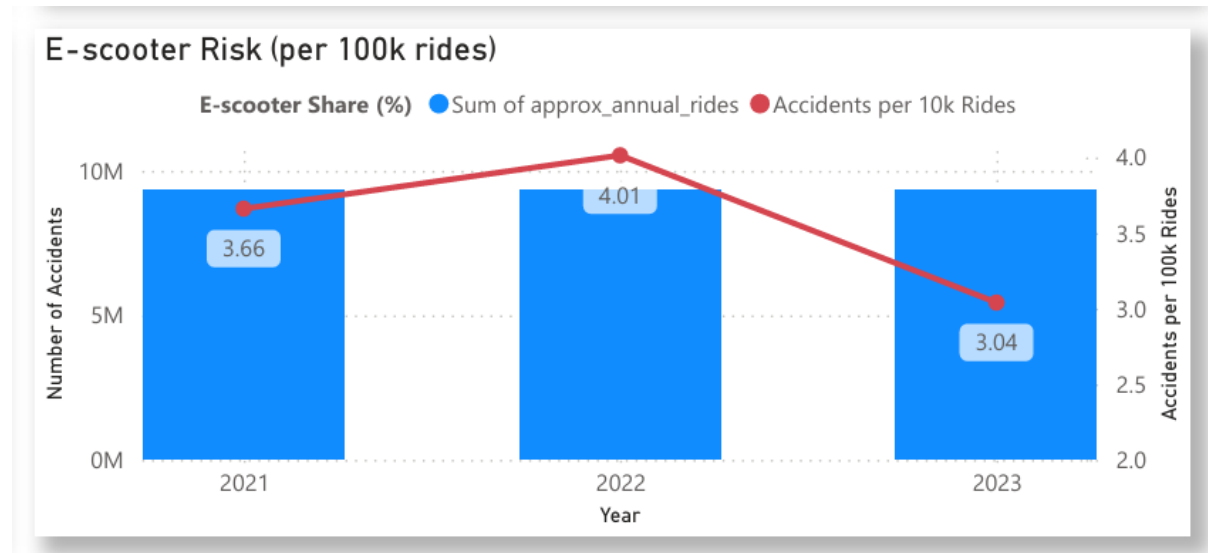


Figure 5: Risk per Ride (2021-2023)

Conclusion

- E-scooters are now a stable feature of Stockholm's mobility.
- Usage is rising, while risk per ride remains low.
- Absolute accidents are still large enough to warrant action: better infrastructure, helmet use, and geo-fencing.
- Regulation (e.g. no sidewalk riding) shows clear positive effects.

References:

1. Miljobarometern : [Bicycle traffic - City of Stockholm](#)
2. Artikel från Infrastrukturdepartementet : [infrastrukturminister-tomas-eneroth-sammanfattning-2017-2022.pdf](#)
3. Voi's blog: [Voi | Voi expands its Vehicle Family with three new models in Q1 2025](#)