

Legalising rental e-scooter trials

Introduction

Thank you for responding to our consultation 'Legalising rental e-scooter trials', your views will assist in deciding on how to alter regulations so that trials may begin, plus set the rules e-scooter users must follow.

The closing date for responses to consultation is 2 June 2020.

Print or save a copy of your response

When you get to the end of this questionnaire, you will be offered the chance to either print or save a copy of your response for your records. This option appears after you press 'Submit your response'.

Save and continue option

You have an option to 'save and continue' your response at any time. If you do that you will be sent a link via email to allow you to continue your response where you left off.

It's very important that you enter your correct email address if you choose to save and continue. If you make a mistake in the email address you won't receive the link you need to complete your response.

Confidentiality and data protection

The Department for Transport (DfT) is carrying out this consultation to decide on how to alter regulations to enable e-scooter trials to begin and to set the rules e-scooter users must follow during these trials. As part of this we are asking for your views on:

- a definition of an e-scooter and its physical design
- the maximum speed and power limits to be allowed in trials
- a range of rules for legal e-scooter use during trials

This consultation and the processing of personal data that it entails is necessary for the exercise of our functions as a government department. For information that allows you to be identified, DfT will, under data protection law, be the controller for this information.

In this consultation we're asking for:

- your name and email address, in case we need to ask you follow-up questions about your responses (you do not have to give us this personal information, but if you do provide it, we will use it only for the purpose of asking follow-up questions)

- whether you are representing an organisation and the name of that organisation for identification purposes

[DfT's privacy policy](#) has more information about your rights in relation to your personal data, how to complain and how to contact the Data Protection Officer.

We may share responses with 3rd parties for analysis. However, we will not share any personal data and will keep your response anonymous.

Your information will be kept securely and destroyed within 12 months after the consultation has been completed. Any information provided through the online questionnaire will be moved to our internal systems within 2 months of the consultation end date.

Personal details

1. Your (for contact purposes only):

name?

email?

2. Are you responding as: *

an individual? (Go to 'E-scooter definition')
on behalf of an organisation?

Organisation details

3. Your organisation's name is?

E-scooter definition

We are proposing to define an e-scooter as a motor vehicle which:

- is fitted with no motor other than an electric motor
- is designed to carry one person in a standing position with no provision for seating
- has a maximum speed of 12.5 miles per hour (mph)
- has two wheels, one front and one rear, aligned along the direction of travel

- has a mass, excluding the rider, not exceeding 35 kilograms
- has means of directional control via the use of handlebars
- has means of controlling the speed via hand controls and whose power control defaults to the 'off' position

4. Is the proposed e-scooter definition suitable for you?

Yes

No

Why?

The characteristics detailed above are coherent and distinguish e-scooter from e-bikes.

Potentially however there should be explicit reference to 'brakes' as a mean of controlling speed.

Maximum speed limit

We propose to allow e-scooters to be used up to 12.5 mph. This is the same speed limit applied in France, Germany, Denmark and some other countries. We consider this is an appropriate limit for e-scooters being treated like cycles and being used in cycle lanes and tracks.

However we also seek views on whether a speed limit of 15.5 mph would be more appropriate. This would match the speed limit for electrically assisted pedal cycles (EAPCs).

5. In your opinion the maximum permitted speed for e-scooter trials should be:

12.5 mph?

15.5 mph?

Why?

12.5mph is consistent with a number of European countries. It is also similar to that of a leisure cyclist and therefore there are not thought to be any risks associated with excessive speed

Without data on usage and collisions it is preferable to take a more cautious approach, however there is a risk that due to lack of alignment with EAPCs, that consistency and clarity for users, local authorities, rental outlets and those responsible for enforcement is hindered.

Maximum motor power

We are considering including a maximum motor power of 350 Watts within the definition of an e-scooter.

6. In your opinion should a maximum motor power be included in the definition?

Yes
 No

Why?

Including a maximum motor power will limit the ability for users to alter their vehicles without stepping outside of the definition and is more aligned with other vehicles such as motorcycles, mopeds, and EAPCs.

7. In your opinion is the suggested limit of 350 Watts maximum motor power appropriate?

Yes
 No

Why?

350 watts is comparable to a low-medium wattage e-bike (good enough to get a light weight person up a hill), however safety implications of slow uphill e-scooter speeds should be investigated.

Regulatory changes

Current regulations would require e-scooter users to have a full motorcycle, moped or car driving licence with appropriate training, wear a motorcycle helmet and register the e-scooters. They would not allow e-scooters to use cycle lanes and tracks.

We propose to regulate rental e-scooters in trials similarly to electrically-assisted pedal cycles. This would require changes to the current regulations. For the trials, we propose to:

- allow full or provisional licence holders to use e-scooters
- remove the requirements to wear a motorcycle helmet
- allow e-scooters to use the road, cycle lanes and tracks
- exempt e-scooters from vehicle registration and licensing
- exempt e-scooters from type approval requirements

During the trials, e-scooters will continue to be classed as motor vehicles, meaning requirements to have insurance and a driving licence will continue to apply.

8. To what extent do you agree or disagree that, for the trials, we should change the regulatory requirements to:

	Strongly agree	Agree	Disagree	Strongly disagree	Don't know?
allow e-scooters to be used by any full licence holder?		<input checked="" type="checkbox"/>			
allow e-scooters to be used by any provisional licence holder?		<input checked="" type="checkbox"/>			
remove the requirement for a motorcycle helmet and instead		<input checked="" type="checkbox"/>			

recommending cycle helmets?					
allow e-scooters on roads (except motorways)?			<input checked="" type="checkbox"/>		
allow e-scooters in cycle lanes and tracks?		<input checked="" type="checkbox"/>			
exempt trial e-scooters from vehicle registration?		<input checked="" type="checkbox"/>			
exempt trial e-scooters from vehicle licensing?		<input checked="" type="checkbox"/>			
exempt trial e-scooters from vehicle type approval requirements?		<input checked="" type="checkbox"/>			

Explain your choices:

- **allow e-scooters to be used by any full licence holder?**

Yes - ensures that all users provide ID at registration and will have highway code knowledge.

- **allow e-scooters to be used by any provisional licence holder?**

Yes - ensures that all users provide ID at registration and will have highway code knowledge.

- **remove the requirement for a motorcycle helmet and instead recommending cycle helmets?**

Yes - E-scooters should have the same safety requirements as bicycles. Recommending use of a cycle helmet/hi-vis clothing/appropriate footwear, however should be promoted.

Any rear lights on e-scooters are likely to be lower to the ground and therefore riders being visible in bright/reflective clothing could improve safety.

- **allow e-scooters on roads (except motorways)?**

No – E-scooters should not be allowed on SRN (in addition to the motorways). Despite the fact that pedal cycles and EAPCs may be used on all-purpose trunk roads which make up the SRN, a cyclist can achieve speeds above 30mph (unassisted), making the speed differential between them and other traffic much lower. With a speed limit as low as 12.5mph/15.5mph, and their small size, it may not be safe for e-scooters to be used on all-purpose trunk roads with their higher traffic flow and high average speed.

Otherwise e-scooters should be permitted on the carriageway in line with permissions granted to cyclists. Use of the carriageway should be encouraged over use of footway to reduce safety risks to pedestrians. It should however be considered as to whether this is limited to roads with a 30mph speed limit or less due to the lower possible speeds of e-scooters (as discussed above).

Ultimately the appropriate deployment of e-scooters is heavily dependent on the local streetscape. Therefore, it is crucial that Government empowers local authorities to use

and manage their road space in a way that meets the needs of their local communities. This is particularly key at this trial stage taking account of risk and giving all road users the opportunity to become familiar with e-scooters on the road in a safer environment before introducing them to higher-risk routes.

- **allow e-scooters in cycle lanes and tracks?**

Yes - E-scooters have a more comparable speed to cyclists than pedestrians and therefore in order to reduce real and perceived risk e-scooters should be permitted in cycle lanes and tracks with the same safety recommendations as cyclists. They should also be permitted on shared use footways (where cyclists are permitted).

Use of these lanes/tracks/spaces could encourage use by people who do not feel comfortable using an e-scooter on the road.

- **exempt trial e-scooters from vehicle registration?**

Yes - Due to the current situation/opportunity to produce a streamlined rollout of e-scooter trials nationally it would be recommended that e-scooters should be exempt to registration for the period of this trial.

- **exempt trial e-scooters from vehicle licensing?**

Yes - It would be recommended that e-scooters are exempt from vehicle licensing for the duration of the trial in order to launch schemes in the most time effective manner

- **exempt trial e-scooter from vehicle type approval requirements?**

Yes – As above

Final comments

9. Any other comments?

Local transport authorities do not have resources assigned to e-scooters due to the current legislation, therefore the launch of any trial schemes should be supported by appropriate resourcing.

The Government should look to regulate e-scooter hire and standardise registration processes to ensure that some of the issues experienced with bike share schemes are not replicated with e-scooters.

It should be considered as to how and whether users of e-scooters which do not comply with the regulations are actively enforced. If local councils are to enforce safety restrictions, extra funding or additional revenue streams will be required.