

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?

Additional details are required to reduce the unsafe nature of e-scooters.

We expected to see more detailed consideration of construction and use regulations, such as minimum wheel size, braking, lights and length of running board. Stringent safety standards should be required.

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 equal to, or higher than, the speed of many pedal cycles in urban areas yet the basic design of e-scooters places the rider at a much greater risk of falls and head injury than pedal cyclists.

EAPCs are permitted to operate at 15.5mph because they comply with well-established, safety-based construction and use regulations for bicycles whereas e-scooters do not.

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?

The maximum motor power affects the acceleration ability of e-scooters. This is as much a safety concern as the maximum speed limit. Unlike EAPCs, e-scooters do not require human power to make set off or accelerate. Rapid acceleration combined with the high manoeuvrability of e-scooters increases the risk to the rider and other road users nearby.

A higher motor power will also make it easier to carry a passenger on an e-scooter. This may be unlawful in the trial but it will happen.

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

- Yes
- No

Why?

For the reasons stated above, PACTS considers 350 Watts to be too high and recommends a lower limit of 250 Watts. There are many popular models available for sale with a 250 Watts motor.

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?		X			
allow e-scooters to be used by any provisional licence holder?		X			
remove the requirement for a motorcycle helmet and instead		X			

	Strongly agree	Agree	Disagree	Strongly disagree	Don't know?
recommending cycle helmets?					
allow e-scooters on roads (except motorways)?		X			
allow e-scooters in cycle lanes and tracks?		X			
exempt trial e-scooters from vehicle registration?		X			
exempt trial e-scooters from vehicle licensing?		X			
exempt trial e-scooters from vehicle type approval requirements?		X			

Explain your choices:

We are opposed to the trials for the reasons set out elsewhere in this response. However, if they are to go ahead, as seems likely, we agree with the regulatory changes. We would prefer to see helmets made mandatory.

Final comments

9. Any other comments?

Please see the PACTS position paper attached for additional details.