



Micromobility and Cycling Policy

Micromobility devices such as electric scooters which can meet regulatory, technical and safety requirements as defined by a suitable Type Approval process, should be permitted where appropriate and unlikely to compromise the safety of other road users, in order to replace short car journeys. New rules developed for micromobility devices must not have a detrimental effect on the usage and accessibility of cycles.

Micromobility is a term which was first coined in 2017 to describe a new category of vehicles weighing less than 500kg. As micromobility is a fast-growing transport sector, it is not possible to list all the devices which fall within the category, but it includes electric scooters, electric skateboards, electric rollerskates and self-balancing vehicles. Some definitions include electric cycles. Devices are typically used for short distances and may be used in conjunction with other forms of transport to travel the first or last part of a journey.

Micromobility devices are usually, but not always, powered vehicles. Some are used as part of docked or dockless shared-usage schemes, with utility similar to shared-usage cycles. Some micromobility devices may be useful as mobility aids for people with disabilities.

Policy asks:

- 1. The rules and locations for the use of micromobility vehicles should be determined by their functionality and performance**
- 2. Micromobility devices and mobility scooters with a maximum speed between 4mph and 15.5mph should be permitted to use the carriageway and cycle infrastructure, subject to Type Approval assessment of fitness for purpose**
- 3. Infrastructure should be built with consideration of the different vehicle types and sizes permitted to use it**
- 4. The introduction of micromobility devices should not have a detrimental effect on the usage and accessibility of cycles**

1. The rules and locations for the use of micromobility vehicles should be determined by their functionality and performance

- *All newly-legal micromobility devices should go through a Type Approval process to confirm that they are fit for use and to determine the appropriate classification for legal purposes. This is vital to enable enforceability.*

Rules and permissions will need to vary according to maximum speeds. Level of power, stability and ability to perform an emergency stop should also be assessed because design

elements such as the size of wheels, height of a standing platform in relation to the wheel axis and choice of braking system all have an impact on safety. In order to promote an increase in active forms of travel, preference should be given to devices that can be used without the assistance of a motor.

- *Micromobility devices that cannot exceed 4mph should fall under the existing legislation for mobility scooters. If vendors wish to offer devices that cannot exceed 8mph, they should provide a 4mph limit switch in order to fall within the same legislation.*
- *Devices that cannot exceed 15.5mph should be treated like Twist and Go electrically-assisted pedal cycles, with the attendant Type Approval requirement suitably specified to ensure fitness for purpose, including stability and braking.*
- *Electric bikes and micromobility devices that do not meet the Electrically Assisted Pedal Cycle (EAPC) rules or can exceed 15.5mph must continue to be Type Approved and covered by the full moped or motorbike legislation, as appropriate. To avoid confusion, electric motorcycles (with or without pedals) with high-power motor should be referred to as electric motorcycles, not electric bikes or bicycles.*
- *EAPCs that do meet the EAPC rules but can be propelled without pedalling, such as Twist and Go EAPCs, are already subject to Type Approval. EAPCs that cannot exceed 15.5mph and cannot be propelled without pedalling (torque- or cadence-sensing EAPCs) must not, deliberately or accidentally, become subject to Type Approval or other new legislation that distinguishes them from pedal cycles.*
- *To encourage active travel, devices which cannot be used without the assistance of a motor could be limited to 12mph or 250 watts. Camcycle does not support the higher 500-watt allowance for any newly-legalised micromobility device.*

2. Micromobility devices and mobility scooters with a maximum speed between 4mph and 15.5mph should be permitted to use the carriageway and cycle infrastructure, subject to Type Approval assessment of other safety factors

- *Powered micromobility devices should not be permitted on footways, unless they are being used as mobility aids and speed-limited to 4mph in a similar manner to mobility scooters. If limited to 4mph, powered micromobility devices should qualify as footway-compatible mobility aids for people with protected characteristics under the Equality Act.*
- *In wider pedestrian areas, such as pedestrianised streets and plazas, people using mobility aids should keep within a reasonable jogging-equivalent speed, giving due caution and regard to pedestrians and those using slower-moving mobility aids.*

Camcycle subscribes to the principles of Sustainable Safety, one of which says that vehicles of similar speed can be mixed (if the number of motor vehicles is not too high) but should be kept apart when there is a substantial speed differential. In the case where motor vehicle speeds are higher than 20 mph, or the number of motor vehicles is too high, it would be safer

for all road users if the users of micromobility devices were permitted to use cycling infrastructure.

- *Type Approved micromobility devices should be able to use all lower speed roads, as these are public spaces open to all activities, including walking, cycling and horse-riding. Devices permitted on cycle lanes and tracks should be speed-limited to have comparable speed and braking characteristics to pedal cycles and EAPCs.*
- *Micromobility devices that use the carriageway or cycle infrastructure must have front and rear lights for use at night. It may be appropriate to allow these to be worn on the rider's person in cases where the height of mounting would be too low on the device itself.*
- *New micromobility legislation must legalise the use of mobility scooters on cycling infrastructure and, subject to Type Approval assessment, allow them the same capabilities as EAPCs (e.g. having assistance and/or maximum speed up to 15.5mph).*

3. Infrastructure should be built with considerations of the different vehicle types and sizes permitted to use it.

- *Cycle infrastructure should be built to a high standard, ensuring comfort, safety and accessibility for all ages and abilities on a wide range of cycles in addition to approved micromobility devices and mobility scooters.*

4. The introduction of micromobility devices should not have a detrimental effect on the usage and accessibility of cycles.

If a micromobility device is used in place of a car journey, there are significant benefits in terms of rider health and wellbeing, and the reduction of congestion, air pollution and carbon emissions. However, if they displace walking or cycling, micromobility devices defeat active travel objectives. Care should be taken to ensure that the use of micromobility devices does not cause real or perceived danger to those walking and cycling, does not limit space for walking and cycling and does not alter the user requirements and use of pedal cycles and EAPCs. Personally-owned micromobility devices may cause fewer parking obstruction problems compared to micromobility 'hire' schemes, because people will often store small devices indoors and tend to take more care with their own property.

- *Use of micromobility devices in public space should be effectively controlled to ensure safe conditions for all road users.*
- *Micromobility sharing or hire schemes should be monitored to ensure they are delivering significant modal shift from motor vehicles and that devices are not causing obstructions to other road users when not in use. Pricing schemes should not encourage risk-taking (e.g. should be based on distance rather than time).*
- *Docking stations (where used) must not be permitted to replace existing cycle parking.*
- *To maximise access to cycling for all ages and abilities, user requirements for cycles should remain unchanged by any incidental consequences of rules for micromobility vehicles (e.g. if helmets may be mandatory for some trials that must not have any influence on helmet policy for cycles).*

- *Low-impact options for rebalancing and recharging micromobility vehicles are preferred, to reduce levels of motor traffic and carbon emissions from daily fleet servicing.*

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