



E-Scooters and Cargo E-bikes



Integrated Transportation Community Advisory Committee
(ITCAC)

london.ca

December 21, 2022

Purpose

- Update on City participation in provincial pilots:
 1. Kick-style e-scooters
 2. Cargo e-bikes
- Present draft City by-law parameters for feedback
- Seek ITCAC feedback
- Next Steps





City Council Decisions

July 2022: Based on ITCAC, public and partner input, City Council resolved:

- Opt into the personal e-scooter portion of the provincial pilot.
- Opt into the personal cargo e-bike portion of the provincial pilot.
- Opt into the commercial cargo e-bike portion of the provincial pilot (Details coming in 2023).

***City Council did not opt into the e-scooter share portion of the pilot (i.e., third party operator with City oversight)**

Background



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Tricycle cargo e-bike design with enclosed cargo box at the back



Reverse tricycle design with enclosed cargo box in the front



What is an E-scooter

- A two-wheeled device the rider stands on, holding a handlebar
 - Powered by a battery
 - Can travel up to 24 km/h
 - Equipped with a hand brake, lights, bell, kick stand
- ➔ Currently not legal to ride on London public property





Ontario Pilot

- Pilot runs to November 27, 2024
- Provincial regulations include:
 - Riders must be 16 or older
 - Speed limit is 24 km/h
 - Must be equipped with a bell, a brake and lights
 - Helmets are required for riders under 18
 - Single rider only – no passengers
 - No basket or cargo

What is a Cargo E-bike

- Cargo e-bikes are a larger type (> 55 kg) of electric-powered bike with a platform or box to carry big items like packages and boxes for deliveries
- Can be for personal use or for commercial delivery use
- Similar, smaller e-bikes (e.g., bakfiets) are already allowed





Ontario Pilot

- Deals with larger cargo e-bikes which do not meet the current provincial definition of e-bikes (difference is maximum weight and electric motor power)
- Pilot runs to March 1, 2026
- Rider must be at least 16 years old and wear a helmet
- Cargo e-bike must:
 - Have a traditional bicycle or tricycle design;
 - Be electric-powered with a maximum power output of 1000 watts;
 - Have a maximum power-assisted speed of 32 km/h;
 - Have pedals to propel the bicycle at all times.



Proposed City By-laws - Parameters for Feedback

New By-law being created:

- Electric Kick-Scooter and Cargo Power-Assisted Bicycle By-law

Amendments also being made to:

- Parks and Recreation Area By-law
- Streets By-law
- Traffic and Parking By-law
- Administrative Monetary Penalty System By-law



Focus of Proposed New City By-law

Electric Kick-Scooter and Cargo Power-Assisted Bicycle By-law

Establishes:

- ✓ Use of these vehicles in London
- ✓ City's participation in the provincial pilot
- ✓ Evaluation of use and operation with data to be sent to Province

Existing City By-laws - Proposed Amendments

- ✓ Add definitions for e-scooters and cargo e-bikes
- ✓ Reference provincial pilot parameters for vehicle and rider
- ✓ Detail where vehicles can/cannot operate





Personal Electric Kick-Scooter Operations (in addition to provincial requirements)

Allowed:

- On “reserved lanes” where provided (i.e., bike lanes)
 - *Must operate as close to right side where no reserved lanes provided
- On multi-use pathways (including Thames Valley Parkway - TVP) and in parks

Not Allowed:

- On sidewalks
- On roads with posted speeds higher than 50km/hr
- On hiking trails, in Environmentally Significant Areas (ESA) or natural park areas - unless authorized

Other aspects:

- Must wear a helmet if aged 16 or 17
- Follow TVP and multi-use pathway posted speeds

Cargo Power-Assisted Bicycle Operations (in addition to provincial requirements)

Allowed:

- On “reserved lanes” where provided (i.e., bike lanes)
*Must operate as close to right side where no reserved lanes provided
- On multi-use pathways (including Thames Valley Parkway - TVP) and in parks

Not Allowed:

- On sidewalks
- On roads with posted speeds higher than 50km/hr
- On hiking trails, in Environmentally Significant Areas (ESA) or natural park areas - unless authorized
- A motor assisted bicycle, or any kind of power-assisted bicycle that weighs more than 120 kg or is capable of providing propulsion assistance when the bicycle attains a speed of 32 kilometres per hour or more, is not allowed on pathways.

Other aspects:

- All riders and passengers must wear a helmet
- Follow TVP and multi-use pathway posted speeds



Pilot Details

- City does not have jurisdiction over manufacturers
- Education plan to launch when by-laws passed
- Fines for users violating by-law rules administered by City By-law enforcement in partnership with London Police Service
- Provisions of *Highway Traffic Act* enforced by London Police Service
- Monitor and collect data (e.g., trip data, parking compliance, injury data)



Pilot Details – Awareness and Education - Summer 2023 (mid-May – August)

To support implementation, a 4 month position designed to:

Regarding e-scooters:

- provide awareness information
- issue a “friendly” warning message(s)
- collect data for Pilot, Mobility Master Plan, operations
- respond to emails and phone calls

Regarding bikes, e-bikes, cargo e-bikes, and other micromobility:

- provide awareness information
- collect data for Pilot, Mobility Master Plan, operations
- respond to emails and phone calls



Feedback

We welcome your input!

Submit a Committee response to CWC, and/or email Allison Miller at amiller@london.ca by Thursday January 26th, 2023.



Next Steps

Early 2023: City staff to present draft by-laws to Civic Works Committee

Q1 2023: Develop Commercial Cargo e-bike program parameters