

## Report to Civic Works Committee

**To:** Chair and Members  
Civic Works Committee

**From:** Kelly Scherr, P.Eng., MBA, FEC  
Deputy City Manager, Environment & Infrastructure

**Subject:** Electric Kick-Scooter and Cargo Power-assisted Bicycle  
Pilot Project By-law and By-law Amendments

**Date:** February 22, 2023

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions related to the Electric Kick-Scooter and Cargo Power-assisted Bicycle pilot projects **BE TAKEN**:

- a) The attached proposed by-law (Appendix A) **BE INTRODUCED** at the Municipal Council meeting to be held on March 7, 2023, to establish a pilot project for Electric Kick-Scooters and for Cargo Power-assisted Bicycles;
- b) The attached proposed by-law (Appendix B) **BE INTRODUCED** at the Municipal Council meeting to be held on March 7, 2023, to amend the Traffic and Parking By-law (PS-114);
- c) The attached proposed by-law (Appendix C) **BE INTRODUCED** at the Municipal Council meeting to be held on March 7, 2023, to amend the Streets By-law (S-1);
- d) The attached proposed by-law (Appendix D) **BE INTRODUCED** at the Municipal Council meeting to be held on March 7, 2023, to amend the Parks and Recreation Area By-law (PR-2); and
- e) The attached proposed by-law (Appendix E) **BE INTRODUCED** at the Municipal Council meeting to be held on March 7, 2023, to amend the Administrative Monetary Penalty System (AMPS) By-law (A-54).

## Executive Summary

The purpose of this report is to provide Committee and Council with the proposed by-law and by-law amendments to allow electric kick-scooters and cargo power-assisted bicycles to operate in London for the period of the provincial pilot projects.

A new by-law is proposed to establish a pilot project for both vehicles, the Electric Kick-Scooter and Cargo Power-assisted Bicycles Pilot Project By-law. In addition, amendments are proposed to four existing by-laws to ensure they include the use of these vehicles in London. These by-laws are:

- Traffic and Parking By-law;
- Streets By-law;
- Parks and Recreation Area By-law; and
- Administrative Monetary Penalty System (AMPS) By-law.

All proposed by-law amendments and the new by-law are included in Appendices A-E.

The parameters within the proposed by-laws have been received for information and comment from the Integrated Transportation Community Advisory Committee (ITCAC) and the Accessibility Community Advisory Committee (ACAC).

Background information and a synopsis of the City's participation in the two provincial pilot projects is also provided and included in Appendix F.

The highlights of the changes are as follows. The Electric Kick-Scooter pilot project parameters include:

- A minimum operator age of 16 years
- Vehicle speed limit is 24 km/h
- Vehicle must be equipped with a bell, a brake and lights
- Single rider only – no passengers
- No basket or cargo
- Operator must wear a helmet if aged 16 or 17 years
- Operator must follow all posted speed limits
- Use is limited to streets that have a posted speed limit of 50 km/h or less and park multi-use pathways, including the Thames Valley Parkway
- Operators are to use reserved lanes (bike lanes) on streets where provided
- Where reserved lanes are not provided, operators must ride as close to the right side as possible
- No riding on sidewalks, on roads with posted speed limits higher than 50 km/hour, on hiking trails, in Environmentally Significant Areas (ESA), or natural park areas - unless authorized

The Cargo Power-assisted Bicycle pilot project parameters include:

- A minimum operator age of 16 years
- Vehicle maximum power-assisted speed limit is 32 km/hour
- Vehicle has a traditional bicycle or tricycle design
- Vehicle is electric-powered with a maximum power output of 1,000 watts
- All riders and passengers must wear a helmet
- Operator must follow all posted speed limits
- Use is limited to streets that have a posted speed limit of 50 km/h or less and park multi-use pathways, including the Thames Valley Parkway
- Operators are to use reserved lanes (bike lanes) on streets where provided
- Where reserved lanes are not provided, operators must ride as close to the right side as possible
- No riding on sidewalks, on roads with posted speed limits higher than 50km/hour, 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 km/hour or more, is not allowed on pathways.

## **Linkage to the Corporate Strategic Plan**

Municipal Council's 2019-2023 Strategic Plan for the City of London continues to recognize the importance of active transportation, cycling, and the need for a more sustainable, inclusive and resilient city. Electric kick-scooter and cargo power-assisted bicycle use address four of the five Areas of Focus, at one level or another:

- Strengthening Our Community
- Building a Sustainable City
- Growing Our Economy
- Creating a Safe London for Women and Girls

On April 23, 2019, the following was approved by Municipal Council with respect to climate change:

Therefore, a climate emergency be declared by the City of London for the purposes of naming, framing, and deepening our commitment to protecting our economy, our eco systems, and our community from climate change.

On April 12, 2022 Municipal Council approved the Climate Emergency Action Plan which includes Area of Focus 4, Transforming Transportation and Mobility.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

Relevant reports that can be found at [www.london.ca](http://www.london.ca) under Council meetings include:

- Proposed Approach to Review E-Scooters in London (January 7, 2020 meeting of Civic Works Committee (CWC), Agenda Item # 2.8)
- Cycling and Transportation Demand Management Upcoming Projects (March 30, 2021 meeting of CWC, Agenda Item # 2.12)
- 6<sup>th</sup> Report of the Accessibility Advisory Committee (July 27, 2021 meeting of Community and Protective Services Committee, Agenda Item # 4.2)
- 7<sup>th</sup> Report of the Transportation Advisory Committee (August 31, 2021 meeting of CWC, Agenda Items # 4.1 and 4.2)
- Participation in Provincial E-scooter Pilot (June 21, 2022 meeting of Civic Works Committee, Agenda Item 4.2)
- Participation in Provincial Cargo E-bike Pilot (June 21, 2022 meeting of Civic Works Committee, Agenda Item 4.1)

#### 1.2 Background

The Executive Summaries from these two reports are found in Appendix F along with brief details in this section:

- Participation in Provincial E-scooter Pilot
- Participation in Provincial Cargo E-bike Pilot

#### Electric Kick-Scooters

An electric kick-scooter is a stand-up scooter powered by an electric motor (Figure 1). They are generally designed for use by adults and older children with a large deck in the centre upon which the rider stands.

Figure 1: - Example of an Electric Kick-Scooter



(Photo credit: Solar Scooters)

In January 2020, the Province of Ontario launched a five-year electric kick-scooter pilot project. It ends November 27, 2024. The pilot is intended to evaluate the use of both personal and shared electric kick-scooters, to examine their ability to safely integrate with other vehicle types and determine whether existing provincial rules of the road are adequate.

As part of the pilot, Ontario municipalities first need to pass by-laws to define where electric kick-scooters can operate when on municipal property. London City Council authorized personal use for the pilot but did not intend it to apply to shared (rental) commercial operations. Shared commercial electric kick-scooter operations are not authorized to operate in London under the draft by-law.

More information on the provincial electric kick-scooter pilot is available at <http://www.mto.gov.on.ca/english/vehicles/electric/electric-scooters.shtml>

### Cargo Power-assisted Bicycles

A cargo power-assisted bicycle is a type of electric-powered bike with a platform or box to carry larger items like packages and boxes for deliveries (Figures 2 and 3). Individuals use them for transporting larger items for personal use (e.g., groceries) or children as passengers, often instead of using an automobile.

Figure 2 - Example of Personal Use Cargo Power-assisted Bicycle



(Photo credit: Bunch Bikes)

Figure 3 - Example of Personal Use Cargo Power-assisted Bicycle



(Photo credit Virtue Cycles)

The Province of Ontario has defined a cargo power-assisted bicycle as being over 55 kilograms. Similar style power-assisted bicycles that also have a box but weigh less than 55 kilograms are considered to be standard power-assisted bicycles. These power-assisted bicycles are already legal to ride in London.

In March 2021, the Province of Ontario launched a five-year cargo power-assisted bicycle pilot project. It ends March 1, 2026. The pilot is intended to evaluate the use of cargo power-assisted bicycles for both personal and commercial purposes.

As part of the pilot, Ontario municipalities first need to pass by-laws to define where they can operate. The Pilot Project for Cargo Power-assisted Bicycles applies to both personal and commercial use cargo power-assisted bicycles. More information on the provincial pilot is available at <https://www.ontario.ca/page/cargo-e-bike-pilot-program>

The timeframes left in the provincial pilots allow the City and interested parties to assess uptake by Londoners. City staff will also be able to monitor and learn from other municipalities' pilots.

The commercial cargo power-assisted bicycle pilot project parameters will be presented to Committee and Council at a later date.

### 1.3 Council Direction

Council's current direction as it relates to matters in this report are listed below. With respect to electric kick-scooters, on July 5, 2022, Council resolved that:

- b. City Administration BE AUTHORIZED to advise the Province of Ontario that the City of London will be participating in the personal e-scooter portion of the Provincial pilot, subject to the approval of c., below, and will not be participating in the e-scooter share program, it being noted that the Provincial pilot ends December 2024;*
- c. Civic Administration BE AUTHORIZED to update relevant municipal by-laws to incorporate e-scooters for personal use and bring back a report of proposed by-law amendments to the Civic Works Committee at a future meeting; and*
- d. Civic Administration BE DIRECTED to monitor other municipalities involved with the Provincial e-scooter share program for the purpose of obtaining details pertinent to such plans as the Climate Emergency Action Plan, Mobility Master Plan, and The London Plan.*

With respect to cargo power-assisted bicycles, on July 5, 2022, Council resolved that:

- b. Civic Administration BE AUTHORIZED to advise the Province of Ontario that the City of London will be participating in both the commercial and personal components of the Cargo E-bike Pilot Program;*
- c. Civic Administration BE AUTHORIZED to update relevant municipal by-laws to incorporate cargo e-bikes for personal use, and bring back a by-law to the Civic Works Committee (CWC) at a future meeting;*

## 2.0 Discussion and Considerations

### 2.1 Input Received

In late 2022/early 2023, presentations were made to the Integrated Transportation Community Advisory Committee (ITCAC) and to the Accessibility Community Advisory Committee (ACAC) with respect to Council direction. The presentations included information on:

- Vehicle descriptions and provincial pilot details;
- Review of Council's decisions on participating in provincial pilots;
- Provincial pilot data needs;
- Draft by-law parameters for feedback; and
- Municipal awareness and education support for launch of by-laws.

Overall, the two advisory committees agreed with the draft by-law parameters presented. No additional feedback was received from either Advisory Committee as of February 10, 2023.

### 2.2 Highlights of Proposed Changes

The new Pilot Project By-law and associated amendments to existing by-laws found in the appendices establish the rules for the pilot project. These by-laws integrate the provincial regulations.

The Electric Kick-Scooter pilot project parameters include:

- A minimum operator age of 16 years
- Vehicle speed limit is 24 km/h
- Vehicle must be equipped with a bell, a brake and lights

- Single rider only – no passengers
- No basket or cargo
- Operator must wear a helmet if aged 16 or 17 years
- Operator must follow all posted speed limits
- Use is limited to streets that have a posted speed limit of 50 km/h or less and park multi-use pathways, including the Thames Valley Parkway
- Operators are to use reserved lanes (bike lanes) on streets where provided
- Where reserved lanes are not provided, operators must ride as close to the right side as possible
- No riding on sidewalks, on roads with posted speed limits higher than 50 km/hour, on hiking trails, in Environmentally Significant Areas (ESA), or natural park areas - unless authorized

The Cargo Power-assisted Bicycle pilot project parameters include:

- A minimum operator age of 16 years
- Vehicle maximum power-assisted speed limit is 32 km/hour
- Vehicle has a traditional bicycle or tricycle design
- Vehicle is electric-powered with a maximum power output of 1,000 watts
- All riders and passengers must wear a helmet
- Operator must follow all posted speed limits
- Use is limited to streets that have a posted speed limit of 50 km/h or less and park multi-use pathways, including the Thames Valley Parkway
- Operators are to use reserved lanes (bike lanes) on streets where provided
- Where reserved lanes are not provided, operators must ride as close to the right side as possible
- No riding on sidewalks, on roads with posted speed limits higher than 50km/hour, 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 km/hour or more, is not allowed on pathways.

### **2.3 Proposed By-law to Establish a Pilot Project for Electric Kick-Scooters and for Cargo Power-assisted Bicycles (Appendix A)**

This proposed new by-law establishes the use of these vehicles in London; defines the vehicles; where they are permitted to operate (on highways and reserved bicycle lanes); where they are prohibited from operating (on sidewalks, roads with posted speed limits higher than 50km/hour, hiking trails, and Environmentally Significant Areas); and when the by-law will be revoked in line with the end of the provincial pilots.

### **2.4 Proposed Amendments to the Traffic and Parking By-law (PS-114) (Appendix B)**

Proposed amendments to this by-law include adding the vehicle definitions; permitting their operation in “reserved lanes”; prohibiting their operation from a defined list of highways; and the dates that the provincial pilots are revoked.

### **2.5 Proposed Amendments to the Streets By-law (S-1) (Appendix C)**

Proposed amendments to this by-law include adding the vehicle definitions; where the vehicles are permitted to operate (on highways and reserved bicycle lanes); where they are prohibited from operating (on sidewalks or streets with posted speed limits higher than 50km/hour); and the dates that the provincial pilots are revoked.

### **2.6 Proposed Amendments to the Parks and Recreation Area By-law (PR-2) (Appendix D)**

Proposed amendments to this by-law include adding the vehicle definitions; where they are permitted to operate (on multi-use pathways, including Thames Valley Parkway, and in parks); where they are prohibited from operating (hiking trails, in Environmentally

Significant Areas or natural park areas - unless authorized); prohibited use of motor assisted or power-assisted bicycles; and the dates that the provincial pilots are revoked.

## **2.7 Proposed Amendments to the Administrative Monetary Penalty System (AMPS) By-law (A-54) (Appendix E)**

Proposed amendments to this by-law include adding the vehicles; detailing administrative penalties related to contraventions of the designated provisions; and the date that the by-law items related to electric kick-scooters is repealed.

## **2.8 Education and Summer Support Program**

To help support the implementation of the by-laws, City staff is developing an education and awareness campaign that will launch after Council approves the by-laws. It will include ongoing messaging to remind Londoners of the rules of the road, where the vehicles can and cannot operate, as well as the health and economic advantages of using these vehicles (i.e., replacing motor vehicle trips).

Civic administration is also designing a four-month student position, supported by City staff, that will focus on the health and safety aspects of the new vehicles and will also include existing vehicles such as bikes, power-assisted bicycles, and other micromobility options. The staff person will provide awareness information, collect data to be sent to the Province and to help inform the Mobility Master Plan, and respond to emails and phone calls. Their efforts will be focused along the Thames Valley Parkway and other busy active transportation locations. This is an education and outreach position, versus enforcement.

## **2.9 Data Needs**

The Province requires participating municipalities to provide data during the pilot. A set list of data types has not been provided by the Province, but based on other municipalities' efforts to date, this could include trip data, injury data and parking compliance. City staff is ensuring that the London Police Service and London Health Sciences Centre are using consistent coding for any reported incidents. Ensuring that standardized terms and abbreviations are used will simplify data collection and analysis.

The Province will use these data to determine whether a permanent framework is warranted for electric kick-scooters and/or cargo power-assisted bicycles. This includes making a long-term decision on whether electric kick-scooters and/or cargo power-assisted bicycles are permanently allowed on Ontario roads. Any provincial decisions will affect what is allowed in all Ontario municipalities, including in London.

## **3.0 Financial Impact/Considerations**

### **3.1 2023 Budget**

The provincial Electric Kick-Scooter Pilot Project ends November 27, 2024. The Cargo Power-assisted Bicycle Pilot Project ends March 1, 2026, about 18 months after the Electric Kick-Scooter Pilot Project.

The four-month student position as noted by City staff will be funded by three City Divisions within Environment & Infrastructure (Transportation & Mobility; Parks & Forestry and Climate Change, Environment & Waste Management). An estimated cost for 2023 has been established at \$20,000. The work in 2023 will help document the needs and requirements for future work, if needed. This work will also identify how much of the work can be absorbed with existing resources and workload.

### **3.2 Risk Assessment**

The use of City roads and pathways for electric kick-scooters and cargo power-assisted bicycles may lead to an increased liability exposure relating to associated accidents and injury. This is not a reason to forgo the pilot. The City of London continues to recognize

the importance of active transportation, cycling, and the need for a more sustainable, inclusive, and resilient city. In considering the benefits of the pilot, the City's current assessment suggests the benefits outweigh the risk.

The parameters set forth in the proposed by-law amendments aim to assist in limiting the City's liability and are based on a comprehensive assessment of best practices throughout the province, and neighbouring municipalities.

## Conclusion

A new Electric Kick-Scooters and Cargo Power-assisted Bicycles By-law and amendments to the Traffic and Parking By-law (PS-114), Streets By-law (S-1), Parks and Recreation Area By-law (PR-2) and Administrative Monetary Penalty System (AMPS) By-law are recommended to establish the pilot project.

Both electric kick-scooters and cargo power-assisted bicycles represent another transportation option for Londoners. The environmental, financial and societal benefits are in line with City strategic plans and priorities.

Concerns of safety, accessibility and equity are valid as evidenced in other municipalities, although they are often more prevalent with rental systems versus personally owned equipment. Electric kick-scooters and cargo power-assisted bicycles would be prohibited from operating on sidewalks. Parking correctly can be encouraged through the provision of visible, accessible racks or delineated parking areas.

Cargo power-assisted bicycles are difficult to differentiate from smaller power-assisted bicycles. It is anticipated that learnings about this will come from the four-month student position and will be shared as part of broader feedback to the Province.

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**Prepared and Submitted by:** Jay Stanford, M.A., M.P.A. Director, Climate Change, Environment, and Waste Management

**Concurred by:** Doug MacRae, P.Eng. M.P.A. Director, Transportation & Mobility

Scott Stafford, Director, Parks & Forestry

**Recommended by:** Kelly Scherr, P.Eng., MBA, FEC, Deputy City Manager, Environment & Infrastructure

- Appendix A A by-law to establish a pilot project for Electric Kick-Scooters and for Cargo Power-assisted Bicycles
- Appendix B A by-law to amend the Regulate Traffic and Parking of Motor Vehicles By-law (PS-114)
- Appendix C A by-law to amend the Streets By-law (S-1)
- Appendix D A by-law to amend the Parks and Recreation Area By-law (PR-2)
- Appendix E A by-law to amend the Administrative Monetary Penalty System (AMPS) By-law (A-54)
- Appendix F Executive Summaries from Previous Civic Works Committee Reports



**APPENDIX A**  
**A by-law to establish a pilot project for Electric Kick-Scooters and for  
Cargo Power-assisted Bicycles**

Bill No.  
2023

By-law No.

A By-law to establish a Pilot Project for Electric Kick-Scooters and for Cargo Power-Assisted Bicycles, for use on highways and bicycle lanes, (not sidewalks) in the City of London

WHEREAS the *Highway Traffic Act*, R.S.O. 1990, c. H.8 (“*Highway Traffic Act*”) provides in Part XVI s. 228 that the Lieutenant Governor in Council may by regulation authorize or establish a project for research into or testing or evaluation of any matter governed by the *Highway Traffic Act* or relevant to highway traffic;

AND WHEREAS the *Highway Traffic Act* establishes in section 228(8) that every person who contravenes a regulation made under that section is guilty of an offence and on conviction is liable to a fine of not less than \$250 and not more than \$2,500;

AND WHEREAS Ontario Regulation 389/19 entitled “Pilot Project – Electric Kick-Scooters” established a pilot project to evaluate the use and operation of electric kick-scooters, and is to be revoked on November 27, 2024, attached to this by-law as Schedule 1;

AND WHEREAS Ontario Regulation 141/21 entitled “Pilot Project – Cargo Power-Assisted Bicycles” established a pilot project to evaluate the use and operation of cargo power-assisted bicycles, and is to be revoked on March 1, 2026, attached to this by-law as Schedule 2;

AND WHEREAS these Pilot Projects prohibit the use of Electric Kick-Scooters and Cargo Power-Assisted Bicycles on a highway, sidewalk, trail, path or walkway or in a public park or exhibition ground under municipal jurisdiction unless such operation is permitted by the Regulation, and where such operation is permitted by a municipal by-law;

AND WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended (“*Municipal Act, 2001*”) provides that a municipal power shall be exercised by by-law;

AND WHEREAS section 9 of the *Municipal Act, 2001* provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under the *Municipal Act, 2001* or any other Act;

AND WHEREAS subsection 10(1) of the *Municipal Act, 2001* provides that a municipality may provide any service or thing that the municipality considers necessary or desirable for the public;

AND WHEREAS subsection 10(2) of the *Municipal Act, 2001* provides that a municipality may pass by-laws respecting: in paragraph 4, Public assets of the municipality acquired for the purpose of exercising its authority under this or any other Act; in paragraph 5, Economic, social and environmental well-being of the municipality, including respecting climate change; in paragraph 6, Health, safety and well-being of persons; in paragraph 7, Services and things that the municipality is authorized to provide under subsection (1); in paragraph 8, Protection of persons and property; and in paragraph 10, Structures, including fences and signs;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

## Part 1 DEFINITIONS

### Definitions

1.1 For the purposes of this By-law:

“Electric Kick-Scooter” means a vehicle that has,

- (a) two wheels placed along the same longitudinal axis, one placed at the front of the kick-scooter and one at the rear;
- (b) a platform for standing between the two wheels;
- (c) a steering handlebar that acts directly on the steerable wheel; and
- (d) an electric motor not exceeding 500 watts that provides a maximum speed of 24 kilometres per hour.

“Cargo Power-assisted Bicycle” means a pedal-driven bicycle of conventional exposed fork-and-frame bicycle design and appearance that,

- (a) has two or three wheels;
- (b) is fitted at all times with pedals that are always operable to propel the bicycle;
- (c) has a platform, basket or container for carrying cargo, parcels or goods,
- (d) has steering handlebars;
- (d.1) has a weight of more than 55 kilograms;
- (e) has a width not exceeding 1.3 metres;
- (f) has a length not exceeding 4 metres;
- (g) has a height not exceeding 2.2 metres;
- (h) has wheels that have a width of not less than 35 millimetres and a diameter of not less than 350 millimetres;
- (i) does not have any structure that fully encloses the occupant area; and
- (j) has an electric motor with a continuous rated output power not exceeding 1000 watts that is incapable of providing propulsion assistance when the bicycle attains a speed of 32 kilometres per hour or more.

“Commercial Electric Kick-Scooter” means an Electric Kick-Scooter that is owned by a corporation or individual that allows other individuals or corporations to use the Electric Kick-Scooter on a temporary membership basis or fee per use basis or any other commercial arrangement, including free trials, between the parties for the use of the Electric Kick-Scooter.

## Part 2 PROHIBITIONS

### Prohibited – sidewalks, Hiking trail, ESA, natural park area

2.1 No person shall operate an Electric Kick-Scooter or a Cargo Power-assisted Bicycle:

- (a) on a sidewalk as defined under the Streets By-law;
- (b) on a Hiking trail as defined under the Parks and Recreation Area By-law;
- (c) in an Environmentally Significant Area (ESA) or a natural park area as defined under the Parks and Recreation Area By-law, unless authorized under the Parks and Recreation Area By-law.

### Prohibited – Commercial Electric Kick-Scooter

2.2 No person shall provide or cause to be provided Commercial Electric Kick-Scooters anywhere in the City, unless specifically authorized by The Corporation of the City of London by way of permit, licence or contract with The Corporation of the City of London.

## Part 3 PERMITTED

### Permitted - Electric Kick-Scooter– highway, bicycle lane – not sidewalk

3.1(1) Subject to sections 2.1, 2.2 and subsection 3.1(2), a person is permitted to operate an Electric Kick-Scooter on the following property under the jurisdiction of The Corporation of the City of London:

- (a) on a highway (excluding the sidewalk and excluding those portions of the highways where the use is prohibited under s. 35 and Schedule 22 of the Traffic and Parking By-law and excluding those highways that have a posted rate of speed of more than 50 kilometres per hour). Where Reserved Lanes for bicycles are provided on a highway, the Electric Kick-Scooter is permitted and required to use such Reserved Lanes, and where there are no Reserved Lanes for bicycles on a highway, the Electric Kick-Scooter shall be operated as close to the right edge of the shoulder or edge of roadway as possible; and
- (b) on a trail, path, walkway or in a park (excluding Hiking trails and Environmentally Significant Areas (ESA) and natural parks all as defined under the Parks and Recreation Area By-law, unless authorized under the Parks and Recreation Area By-law).

3.1(2) The permission under subsection 3.1(1) to operate an Electric Kick-Scooter or a Cargo Power-assisted Bicycle is subject to the person complying with the applicable Ontario Regulation 389/19 and 141/21, as amended from time to time.

**Permitted – Cargo Power-assisted Bicycle– highway, bicycle lane – not sidewalk**

3.2(1) Subject to sections 2.1, 2.2 and subsection 3.2(2), a person is permitted to operate a Cargo Power-assisted Bicycle on the following property under the jurisdiction of The Corporation of the City of London:

- (a) on a highway (excluding the sidewalk and excluding those portions of the highways where the use is prohibited under s. 35 and Schedule 22 of the Traffic and Parking By-law and excluding those highways that have a posted rate of speed of more than 50 kilometres per hour). Where Reserved Lanes for bicycles are provided on a highway, the Cargo Power-assisted Bicycle is permitted and required to use such Reserved Lanes, and where there are no Reserved Lanes for bicycles on a highway, the Cargo Power-assisted Bicycle shall be operated as close to the right edge of the shoulder or edge of roadway as possible; and
- (b) on a trail, path, walkway or in a park (excluding Hiking trails and Environmentally Significant Areas (ESA) and natural parks all as defined under the Parks and Recreation Area By-law, unless authorized under the Parks and Recreation Area By-law).

3.2(2) The permission under subsection 3.2(1) to operate a Cargo Power-assisted Bicycle is subject to the person complying with Ontario Regulation 141/21, as amended from time to time.

3.2(3) The permission under subsection 3.2(1) to operate a Cargo Power-assisted Bicycle for commercial or business purposes is subject to any additional licensing requirements under the City’s Business Licensing By-law.

**Part 4  
COMPLIANCE AND ADMINISTRATIVE PENALTY**

4.1 Every person who fails to comply with any provision of this by-law is liable to pay an administrative monetary penalty as per the Administrative Monetary Penalty System By-law;

4.2 Penalty notices indicating non-compliance with the by-law shall be issued in accordance with the Administrative Monetary Penalty System By-law.

**PART 5  
REVOCATION**

5.1. The definition of “Electric Kick Scooter” in section 1.1, the phrase “Electric Kick Scooter” in section 2.1, and section 3.1, are all repealed on November 27, 2024, being the date that the Province’s Pilot Project – Electric Kick Scooters Regulation is revoked.

5.2 This By-law is repealed on March 1, 2026, being the date that the Province's Pilot Project – Cargo Power-assisted Bicycles is revoked.

**Part 6  
MISCELLANEOUS**

**Administration**

6.1 The Deputy City Manager, Environment and Infrastructure is responsible for the administration of the By-law.

**Short Title**

6.2 The short title of this by-law is the Electric Kick-Scooter and Cargo Power-assisted Bicycle By-law.

**Effective date**

6.3 This By-law shall come into force and effect on the day it is passed.

PASSED in Open Council on March 7, 2023.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – March 7, 2023  
Second Reading – March 7, 2023  
Third Reading – March 7, 2023

Schedule 1 (O.Reg. 389/19)  
**Highway Traffic Act**

**ONTARIO REGULATION 389/19**

**PILOT PROJECT - ELECTRIC KICK-SCOOTERS**

**Consolidation Period:** From January 1, 2020 to the [e-Laws currency date](#).

**Note:** This Regulation is revoked on November 27, 2024, the fifth anniversary of the day it was filed. (See: O. Reg. 389/19, s. 14)

Last amendments: [389/19](#).

Legislative History: [389/19](#).

***This is the English version of a bilingual regulation.***

**Definitions**

1. (1) In this Regulation,

“electric kick-scooter” means a vehicle that has,

- (a) two wheels placed along the same longitudinal axis, one placed at the front of the kick-scooter and one at the rear,
- (b) a platform for standing between the two wheels,
- (c) a steering handlebar that acts directly on the steerable wheel, and
- (d) an electric motor not exceeding 500 watts that provides a maximum speed of 24 kilometres per hour; (“trottinette électrique”)

“public park” means a provincial park or land designated by a municipality for use as a park. (“parc public”)

(2) An electric kick-scooter is deemed not to be a motor vehicle under the Act.

(3) Despite subsection (2), any municipal by-law that governs or prohibits the operation of a motorized vehicle applies to an electric kick-scooter unless the by-law provides otherwise.

**Pilot project re electric kick-scooters**

2. A pilot project to evaluate the use and operation of electric kick-scooters is established.

**Prohibition**

3. No person shall operate an electric kick-scooter on a highway, sidewalk, trail, path or walkway or in a public park or exhibition ground unless,

- (a) such operation is permitted by and in accordance with this Regulation; and
- (b) where the highway, sidewalk, trail, path, walkway, public park or exhibition ground is under the jurisdiction of a municipality, such operation is permitted by and in accordance with a municipal by-law.

**Where electric kick-scooters permitted**

4. (1) Subject to subsection (2), a person may operate an electric kick-scooter on a roadway or on the shoulder of a highway.

(2) An electric kick-scooter shall not be operated on,

- (a) those parts of the controlled-access highways described in Schedule 1 to Regulation 627 of the Revised Regulations of Ontario, 1990 (Use of Controlled-Access Highways by Pedestrians) made under the Act;
- (b) those parts of the controlled-access highways described in Schedule 1 to Regulation 630 of the Revised Regulations of Ontario, 1990 (Vehicles on Controlled-Access Highways) made under the Act; or

- (c) any highway to which access by pedestrians or bicycles is prohibited under any Act, regulation or municipal by-law.

### **Roadway use**

5. (1) Where bicycle lanes are provided on a highway, an electric kick-scooter shall only be operated in the bicycle lanes.

(2) Despite subsection (1), where the highway is located in a tunnel or underpass, an electric kick-scooter may be operated on a sidewalk in the tunnel or underpass rather than the bicycle lane except where such operation is prohibited by municipal by-law.

(3) Where bicycle lanes are not provided on a highway or where the operation of electric kick-scooters in bicycle lanes is prohibited by municipal by-law, an electric kick-scooter shall only be operated,

- (a) if there is a shoulder on the highway, on the shoulder as close to the right edge of the shoulder as possible; or
- (b) if there is no shoulder on the highway, on the right side of the roadway as close to the edge of the roadway as possible.

### **Application of the Act**

6. (1) Parts II, IV, VI and X.3, sections 179 and 199 and subsection 214 (2) of the Act do not apply to the operation of an electric kick-scooter or to a person who operates an electric kick-scooter.

(2) Sections 140 and 144 of the Act apply to an electric kick-scooter as if the electric kick-scooter were a bicycle.

(3) When an electric kick-scooter is being operated on a sidewalk, trail, path or walkway or in a public park or exhibition ground, the provisions of the Act, other than the Parts and sections listed in subsection (1), apply to the operation of the electric kick-scooter and to the operator of the electric kick-scooter as if the electric kick-scooter were a bicycle and the operator a cyclist.

(4) When an electric kick-scooter is being operated on a roadway or on the shoulder of a highway, the provisions of the Act, other than the Parts and sections listed in subsection (1) or the provisions listed in subsection (2), apply to the operation of the electric kick-scooter and to its operator as if the electric kick-scooter were a bicycle and the operator a cyclist.

### **Safe operation**

7. (1) The operator of an electric kick-scooter shall keep a safe distance from pedestrians and other users of the roadway, shoulder, sidewalk, trail, path, walkway, public park or exhibition ground at all times and shall give way to a pedestrian or bicycle by slowing or stopping, as necessary, where there is insufficient space for the pedestrian or bicycle and the electric kick-scooter to pass.

(2) An electric kick-scooter shall not be operated on a sidewalk, trail, path or walkway or in a public park or exhibition ground at a speed that is markedly greater than the speed of the pedestrians who are proximate to the electric kick-scooter.

(3) Every electric kick-scooter shall be equipped with a bell or horn which shall be kept in good working order and sounded whenever it is reasonably necessary to notify cyclists, pedestrians or others of its approach.

(4) When operated at any time from one-half hour before sunset to one-half hour after sunrise and at any other time when, due to insufficient light or unfavourable atmospheric conditions, persons and vehicles are not clearly discernible at a distance of 150 metres or less, every electric kick-scooter shall carry a lighted lamp displaying a white or amber light at the front and a lighted lamp displaying a red light at the rear.

(5) The lamps referred to in subsection (4) may be attached to the electric kick-scooter or may be carried or worn by the operator on his or her person.

(6) An electric kick-scooter shall not be operated in such a manner that it may harm, injure or damage, either directly or indirectly, any person or property.

### **General rules re operation**

8. (1) No person under the age of 16 years shall operate an electric kick-scooter.

- (2) No person operating an electric kick-scooter shall carry any other person thereon.
- (3) No person operating an electric kick-scooter shall tow another person, vehicle or device.
- (4) No person operating an electric kick-scooter shall attach himself or herself to another electric kick-scooter, vehicle or device for the purpose of being drawn or towed.
- (5) No person operating an electric kick-scooter shall operate it in any position other than while standing at all times.
- (6) No cargo may be carried on an electric kick-scooter.
- (7) No person operating an electric kick-scooter shall leave it in a location that is intended for the passage of vehicles or pedestrians.

### **Equipment**

- 9.** (1) An electric kick-scooter shall have one or more electric batteries that are the sole source of power to the motor.
- (2) An electric kick-scooter shall not have,
  - (a) a seat, surface or structure that could be used as a seat;
  - (b) pedals attached to it;
  - (c) a basket attached to it;
  - (d) wheels with a diameter of more than 430 millimetres; or
  - (e) any structure to enclose the electric kick-scooter.
- (3) The weight of an electric kick-scooter, including the weight of the battery but otherwise unladen, shall not exceed 45 kilograms.
- (4) The battery and motor of an electric kick-scooter shall be securely fastened to the electric kick-scooter to prevent them from moving while the electric kick-scooter is in motion.
- (5) All electric terminals on an electric kick-scooter shall be completely insulated and covered.
- (6) An electric kick-scooter shall not be modified after its manufacture in any way that may result in increasing its power or its maximum speed beyond the limits set out in the definition of "electric kick-scooter".
- (7) The motor of an electric kick-scooter shall cease to propel the electric kick-scooter forward if the accelerator is released or the brakes are applied.
- (8) The braking system of an electric kick-scooter must be capable of bringing the electric kick-scooter, while being operated at a speed of 24 kilometres per hour on a clean, paved and level surface, to a full stop within nine metres from the point at which the brakes were applied.
- (9) An electric kick-scooter and all of its components shall be maintained in good working order at all times.

### **Helmets**

**10.** A person who is under 18 years old shall wear a helmet that complies with the requirements of subsection 104 (1) or (2.1) of the Act when operating an electric kick-scooter.

### **Operator to stop for police officer**

- 11.** Every operator of an electric kick-scooter shall stop when required to do so by a police officer and shall, on the demand of the police officer,
  - (a) surrender his or her driver's licence, if he or she has one and has it in his or her possession, for reasonable inspection by the officer; or
  - (b) provide the officer with his or her correct name, address and date of birth.

### **Duty to report accident**

**12.** (1) Where an electric kick-scooter is involved in an accident with a pedestrian, animal or vehicle that results in personal injury or property damage, the operator of the electric kick-scooter shall forthwith report the accident to a police officer and furnish him

or her with the information concerning the accident as may be required by the officer under subsection (2).

(2) A police officer receiving a report of an accident, as required by this section, shall secure from the person making the report, or by other inquiries where necessary, the particulars of the accident, the persons involved, the extent of the personal injuries or property damage, if any, and the other information that may be necessary to complete a written report concerning the accident and shall forward the report to the Registrar within 10 days of the accident.

(3) The report of a police officer under subsection (2) shall be in the form that is approved by the Minister.

#### **Reports to Minister**

**13.** Any municipality in which electric kick-scooters are being used shall, if requested by the Minister, report to the Minister on the use of electric kick-scooters in the municipality, or on any aspect of such use as may be specified by the Minister.

#### **Revocation**

**14. This Regulation is revoked on the fifth anniversary of the day it is filed.**

**15. OMITTED (PROVIDES FOR COMING INTO FORCE OF PROVISIONS OF THIS REGULATION).**



Schedule 2 (O.Reg. 141/21)  
Highway Traffic Act

**ONTARIO REGULATION 141/21**

**PILOT PROJECT - CARGO POWER-ASSISTED BICYCLES**

**Consolidation Period:** From April 29, 2021 to the [e-Laws currency date](#).

**Note:** This Regulation is revoked on March 1, 2026. (See: O. Reg. 141/21, s. 14)

Last amendment: [321/21](#).

Legislative History: [141/21](#), [321/21](#).

***This is the English version of a bilingual regulation.***

**Definitions**

1. (1) In this Regulation,

“cargo power-assisted bicycle” means a pedal-driven bicycle of conventional exposed fork-and-frame bicycle design and appearance that,

- (a) has two or three wheels,
- (b) is fitted at all times with pedals that are always operable to propel the bicycle,
- (c) has a platform, basket or container for carrying cargo, parcels or goods,
- (d) has steering handlebars,
- (d.1) has a weight of more than 55 kilograms,
- (e) has a width not exceeding 1.3 metres,
- (f) has a length not exceeding 4 metres,
- (g) has a height not exceeding 2.2 metres,
- (h) has wheels that have a width of not less than 35 millimetres and a diameter of not less than 350 millimetres,
- (i) does not have any structure that fully encloses the occupant area, and
- (j) has an electric motor with a continuous rated output power not exceeding 1000 watts that is incapable of providing propulsion assistance when the bicycle attains a speed of 32 kilometres per hour or more; (“vélo cargo assisté”)

“public park” means a provincial park or land designated by a municipality for use as a park. (“parc public”) O. Reg. 141/21, s. 1 (1); O. Reg. 321/21, s. 1.

(2) A cargo power-assisted bicycle is deemed not to be a motor vehicle under the Act. O. Reg. 141/21, s. 1 (2).

(3) Despite subsection (2), any municipal by-law that governs or prohibits the operation of a motorized vehicle applies to a cargo power-assisted bicycle unless the by-law provides otherwise. O. Reg. 141/21, s. 1 (3).

**Pilot project re cargo power-assisted bicycles**

2. A pilot project to evaluate the use and operation of cargo power-assisted bicycles is established.

**Prohibition**

3. No person shall operate a cargo power-assisted bicycle on a highway, sidewalk, trail, path or walkway or in a public park or exhibition ground unless,

- (a) such operation is permitted by and in accordance with this Regulation; and
- (b) where the highway, sidewalk, trail, path, walkway, public park or exhibition ground is under the jurisdiction of a municipality, such operation is permitted by and in accordance with a municipal by-law.

### **Where cargo power-assisted bicycles permitted**

4. (1) Subject to subsection (2), a person may operate a cargo power-assisted bicycle on a roadway or on the shoulder of a highway.

(2) A cargo power-assisted bicycle shall not be operated on,

- (a) those parts of the controlled-access highways described in Schedule 1 to Regulation 627 of the Revised Regulations of Ontario, 1990 (Use of Controlled-Access Highways by Pedestrians) made under the Act;
- (b) those parts of the controlled-access highways described in Schedule 1 to Regulation 630 of the Revised Regulations of Ontario, 1990 (Vehicles on Controlled-Access Highways) made under the Act; or
- (c) any highway to which access by pedestrians or bicycles is prohibited under any Act, regulation or municipal by-law.

### **Roadway use**

5. (1) Where bicycle lanes are provided on a highway, a cargo power-assisted bicycle shall only be operated in the bicycle lanes.

(2) Despite subsection (1), where the highway is located in a tunnel or underpass, a cargo power-assisted bicycle may be operated on a sidewalk in the tunnel or underpass rather than the bicycle lane except where such operation is prohibited by municipal by-law.

(3) Where bicycle lanes are not provided on a highway or where the operation of cargo power-assisted bicycles in bicycle lanes is prohibited by municipal by-law, a cargo power-assisted bicycle shall only be operated,

- (a) if there is a shoulder on the highway, on the shoulder as close to the right edge of the shoulder as possible; or
- (b) if there is no shoulder on the highway, on the right side of the roadway as close to the edge of the roadway as possible.

### **Application of the Act**

6. The Act and the regulations apply to the operation of a cargo power-assisted bicycle and to a person who operates a cargo power-assisted bicycle.

### **Safe operation**

7. (1) The operator of a cargo power-assisted bicycle shall keep a safe distance from pedestrians and other users of the roadway, shoulder, sidewalk, trail, path, walkway, public park or exhibition ground at all times and shall give way to a pedestrian or bicycle by slowing or stopping, as necessary, where there is insufficient space for the pedestrian or bicycle and the cargo power-assisted bicycle to pass.

(2) A cargo power-assisted bicycle shall not be operated on a sidewalk, trail, path or walkway or in a public park or exhibition ground at a speed that is markedly greater than the speed of the pedestrians who are proximate to the cargo power-assisted bicycle.

(3) The operator of a cargo power-assisted bicycle shall sound the bell or horn on the cargo power-assisted bicycle whenever it is reasonably necessary to notify cyclists, pedestrians or others of its approach.

(4) The operator of a cargo power-assisted bicycle shall, when operating the cargo power-assisted bicycle at any time from one-half hour before sunset to one-half hour after sunrise and at any other time when, due to insufficient light or unfavourable atmospheric conditions, persons and vehicles are not clearly discernible at a distance of 150 metres or less, ensure the bicycle has a lighted lamp at the front displaying a white or amber light, and at the rear either a lighted lamp displaying a red light or a reflector.

(5) A cargo power-assisted bicycle shall not be operated in such a manner that it may harm, injure or damage, either directly or indirectly, any person or property.

### **General rules re operation**

8. (1) No person under the age of 16 years shall operate a cargo power-assisted bicycle.

(2) No person operating a cargo power-assisted bicycle shall carry any other person thereon unless the bicycle was manufactured to carry passengers.

(3) No person operating a cargo power-assisted bicycle shall tow another person, vehicle or device.

(4) No person operating a cargo power-assisted bicycle shall attach the bicycle to another cargo power-assisted bicycle, vehicle or device for the purpose of being drawn or towed.

(5) No person operating a cargo power-assisted bicycle shall leave it in a location that is intended for the passage of vehicles or pedestrians.

(6) No person operating a cargo power-assisted bicycle shall carry any dangerous or hazardous goods.

(7) No person shall operate or permit to be operated a cargo power-assisted bicycle that carries a load unless the load is loaded, bound, secured, contained or covered so that no portion of the load may become dislodged or fall, leak, spill or blow from the cargo power-assisted bicycle.

### **Equipment**

9. (1) A cargo power-assisted bicycle shall have one or more electric batteries that are the sole source of power to the motor.

(2) A cargo power-assisted bicycle shall be equipped with a bell or horn which shall be kept in good working order.

(3) The battery and motor of a cargo power-assisted bicycle shall be securely fastened to the cargo power-assisted bicycle to prevent them from moving while the cargo power-assisted bicycle is in motion.

(4) A cargo power-assisted bicycle shall have a lamp displaying a white or amber light at the front and a lamp displaying a red light or a reflector at the rear that are each clearly discernible at a distance of 150 metres or less.

(5) A cargo power-assisted bicycle shall have white reflective material placed on its front forks, and red reflective material covering a surface of not less than 250 millimetres in length and 25 millimetres in width placed at the rear.

(6) A cargo power-assisted bicycle shall not be modified after its manufacture in any way that results in increasing the total continuous rated output power of its electric motor beyond 1000 watts, or that results in increasing its maximum assisted speed beyond 32 kilometres per hour.

(7) A cargo power-assisted bicycle shall not be modified after its manufacture in any way that results in the cargo power-assisted bicycle being propelled by any form of non-muscular propulsion other than its electric motor.

(8) The motor of a cargo power-assisted bicycle shall cease to propel the cargo power-assisted bicycle forward if the accelerator is released or the brakes are applied.

(9) The brakes of a cargo power-assisted bicycle must be capable of bringing the bicycle, while being operated at a speed of 30 kilometres per hour on a clean, paved and level surface, to a full stop within nine metres from the point at which the brakes were applied.

(10) A cargo power-assisted bicycle and all of its components shall be maintained in good working order at all times.

### **Helmets**

10. Every person operating or riding on a cargo power-assisted bicycle shall wear a helmet that complies with the requirements of subsection 104 (1) or (2.1) of the Act.

### **Operator to stop for police officer**

11. Every operator of a cargo power-assisted bicycle shall stop when required to do so by a police officer and shall, on the demand of the police officer,

- (a) surrender his or her driver's licence, if he or she has one and has it in his or her possession, for reasonable inspection by the officer; or

(b) provide the officer with his or her correct name, address and date of birth.

### **Duty to report accident**

**12.** (1) Where a cargo power-assisted bicycle is involved in an accident with a pedestrian, animal or vehicle that results in personal injury or property damage, the operator of the cargo power-assisted bicycle shall forthwith report the accident to a police officer and furnish him or her with the information concerning the accident as may be required by the officer under subsection (2).

(2) A police officer receiving a report of an accident, as required by this section, shall secure from the person making the report, or by other inquiries where necessary, the particulars of the accident, the persons involved, the extent of the personal injuries or property damage, if any, and the other information that may be necessary to complete a written report concerning the accident and shall forward the report to the Registrar within 10 days of the accident.

(3) The report of a police officer under subsection (2) shall be in the form that is approved by the Minister.

### **Reports to Minister**

**13.** Any municipality in which cargo power-assisted bicycles are being used shall, if requested by the Minister, report to the Minister on the use of cargo power-assisted bicycles in the municipality, or on any aspect of such use as may be specified by the Minister.

**14.** OMITTED (PROVIDES FOR AMENDMENTS TO THIS REGULATION).

**15.** OMITTED (PROVIDES FOR COMING INTO FORCE OF PROVISIONS OF THIS REGULATION).

**APPENDIX B**  
**A by-law to amend the Regulate Traffic and Parking of Motor Vehicles**  
**By-law (PS-114)**

Bill No.  
2023

By-law No.

A By-law to amend By-law PS-114 entitled, “A by-law to regulate traffic and the parking of motor vehicles in the City of London”.

WHEREAS the *Highway Traffic Act*, R.S.O. 1990, c. H.8 (“*Highway Traffic Act*”) provides in Part XVI s. 228 that the Lieutenant Governor in Council may by regulation authorize or establish a project for research into or testing or evaluation of any matter governed by the *Highway Traffic Act* or relevant to highway traffic;

AND WHEREAS the *Highway Traffic Act* establishes in section 228(8) that every person who contravenes a regulation made under that section is guilty of an offence and on conviction is liable to a fine of not less than \$250 and not more than \$2,500;

AND WHEREAS Ontario Regulation 389/19 entitled “Pilot Project – Electric Kick-Scooters” established a pilot project to evaluate the use and operation of electric kick-scooters, and is to be revoked on November 27, 2024;

AND WHEREAS Ontario Regulation 141/21 entitled “Pilot Project – Cargo Power-Assisted Bicycles” established a pilot project to evaluate the use and operation of cargo power-assisted bicycles, and is to be revoked on March 1, 2026;

AND WHEREAS these Pilot Projects prohibit the use of Electric Kick-Scooters and Cargo Power-Assisted Bicycles on a highway, sidewalk, trail, path or walkway or in a public park or exhibition ground under municipal jurisdiction unless such operation is permitted by the Regulation, and where such operation is permitted by a municipal by-law;

AND WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended (“*Municipal Act, 2001*”) provides that a municipal power shall be exercised by by-law;

AND WHEREAS section 9 of the *Municipal Act, 2001* provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under the *Municipal Act, 2001* or any other Act;

AND WHEREAS subsection 10(1) of the *Municipal Act, 2001* provides that a municipality may provide any service or thing that the municipality considers necessary or desirable for the public;

AND WHEREAS subsection 10(2) of the *Municipal Act, 2001* provides that a municipality may pass by-laws respecting: in paragraph 4, Public assets of the municipality acquired for the purpose of exercising its authority under this or any other Act; in paragraph 5, Economic, social and environmental well-being of the municipality, including respecting climate change; in paragraph 6, Health, safety and well-being of persons; in paragraph 7, Services and things that the municipality is authorized to provide under subsection (1); in paragraph 8, Protection of persons and property; and in paragraph 10, Structures, including fences and signs;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. Section 1 of by-law PS-114 is amended by adding the following new definition of “Cargo Power-assisted Bicycle” after the definition of “bicycle”:

**“Cargo Power-assisted Bicycle”** means a pedal-driven bicycle of conventional exposed fork-and-frame bicycle design and appearance that,

- (a) has two or three wheels;
  - (b) is fitted at all times with pedals that are always operable to propel the bicycle;
  - (c) has a platform, basket or container for carrying cargo, parcels or goods,
  - (d) has steering handlebars;
  - (d.1) has a weight of more than 55 kilograms;
  - (e) has a width not exceeding 1.3 metres;
  - (f) has a length not exceeding 4 metres;
  - (g) has a height not exceeding 2.2 metres;
  - (h) has wheels that have a width of not less than 35 millimetres and a diameter of not less than 350 millimetres;
  - (i) does not have any structure that fully encloses the occupant area; and
  - (j) has an electric motor with a continuous rated output power not exceeding 1000 watts that is incapable of providing propulsion assistance when the bicycle attains a speed of 32 kilometres per hour or more.
2. Section 1 of by-law PS-114 is amended by adding the following new definition of “Electric Kick-Scooter” after the definition of “driveway access”:

**“Electric Kick-Scooter”** means a vehicle that has,

- (a) two wheels placed along the same longitudinal axis, one placed at the front of the kick scooter and one at the rear;
  - (b) a platform for standing between the two wheels;
  - (c) a steering handlebar that acts directly on the steerable wheel; and
  - (d) an electric motor not exceeding 500 watts that provides a maximum speed of 24 kilometres per hour.
3. The definition of “motor vehicle” in Section 1 of by-law PS-114 is deleted and replaced with the following new definition:

**"motor vehicle"** includes an automobile, motorcycle, motor assisted bicycle unless otherwise indicated in this by-law, and any other vehicle propelled or driven otherwise than by muscular power, but does not include a Cargo Power-Assisted Bicycle or an Electric Kick-Scooter, a streetcar, or other motor vehicles running only upon rails, or a motorized snow vehicle, traction engine, farm tractor, self-propelled implement of husbandry or road building machine within the meaning of the *Highway Traffic Act*;

4. Subsection 23(2) of by-law PS-114 is amended by deleting the period at the end of subsection (k) and replacing it with the phrase “; and”, and adding a new subsection (l) after subsection (k) as follows:

(l) the operation of a vehicle as part of a Pilot Project established by the Province of Ontario if the operation of that vehicle is permitted in a Reserved Lane by City of London By-law passed in connection with the Pilot Project;

5. Section 35 of by-law PS-114 is amended by adding the phrase “an Electric Kick-Scooter, a Cargo Power-assisted Bicycle” after the phrase “a motor assisted wheelchair”.
6. This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on March 7, 2023.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – March 7, 2023  
Second Reading – March 7, 2023  
Third Reading – March 7, 2023

## APPENDIX C

### A by-law to amend the Streets By-law (S-1)

Bill No.  
2023

By-law No.

A By-law to amend By-law No. S-1, entitled “A by-law to provide for the REGULATION OF STREETS”

WHEREAS the *Highway Traffic Act*, R.S.O. 1990, c. H.8 (“*Highway Traffic Act*”) provides in Part XVI s. 228 that the Lieutenant Governor in Council may by regulation authorize or establish a project for research into or testing or evaluation of any matter governed by the *Highway Traffic Act* or relevant to highway traffic;

AND WHEREAS the *Highway Traffic Act* establishes in section 228(8) that every person who contravenes a regulation made under that section is guilty of an offence and on conviction is liable to a fine of not less than \$250 and not more than \$2,500;

AND WHEREAS Ontario Regulation 389/19 entitled “Pilot Project – Electric Kick-Scooters” established a pilot project to evaluate the use and operation of electric kick-scooters, and is to be revoked on November 27, 2024;

AND WHEREAS Ontario Regulation 141/21 entitled “Pilot Project – Cargo Power-Assisted Bicycles” established a pilot project to evaluate the use and operation of cargo power-assisted bicycles, and is to be revoked on March 1, 2026;

AND WHEREAS these Pilot Projects prohibit the use of Electric Kick-Scooters and Cargo Power-Assisted Bicycles on a highway, sidewalk, trail, path or walkway or in a public park or exhibition ground under municipal jurisdiction unless such operation is permitted by the Regulation, and where such operation is permitted by a municipal by-law;

AND WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended (“*Municipal Act, 2001*”) provides that a municipal power shall be exercised by by-law;

AND WHEREAS section 9 of the *Municipal Act, 2001* provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under the *Municipal Act, 2001* or any other Act;

AND WHEREAS subsection 10(1) of the *Municipal Act, 2001* provides that a municipality may provide any service or thing that the municipality considers necessary or desirable for the public;

AND WHEREAS subsection 10(2) of the *Municipal Act, 2001* provides that a municipality may pass by-laws respecting: in paragraph 4, Public assets of the municipality acquired for the purpose of exercising its authority under this or any other Act; in paragraph 5, Economic, social and environmental well-being of the municipality, including respecting climate change; in paragraph 6, Health, safety and well-being of persons; in paragraph 7, Services and things that the municipality is authorized to provide under subsection (1); in paragraph 8, Protection of persons and property; and in paragraph 10, Structures, including fences and signs;

NOW THEREFORE the Council of The Corporation of the City of London enacts as follows:

1. Section 1.1 of by-law S-1 is amended by adding the following new definition of “Cargo Power-assisted Bicycle” after the definition of “Bicycle path”:



### **Cargo Power-assisted Bicycle - defined**

“Cargo Power-assisted Bicycle” means a pedal-driven bicycle of conventional exposed fork-and-frame bicycle design and appearance that,

- (a) has two or three wheels;
- (b) is fitted at all times with pedals that are always operable to propel the bicycle;
- (c) has a platform, basket or container for carrying cargo, parcels or goods,
- (d) has steering handlebars;
- (d.1) has a weight of more than 55 kilograms;
- (e) has a width not exceeding 1.3 metres;
- (f) has a length not exceeding 4 metres;
- (g) has a height not exceeding 2.2 metres;
- (h) has wheels that have a width of not less than 35 millimetres and a diameter of not less than 350 millimetres;
- (i) does not have any structure that fully encloses the occupant area; and
- (j) has an electric motor with a continuous rated output power not exceeding 1000 watts that is incapable of providing propulsion assistance when the bicycle attains a speed of 32 kilometres per hour or more.

2. Section 1.1 of by-law S-1 is amended by adding the following new definition of “Electric Kick-Scooter” after the definition of “City Engineer”:

### **Electric Kick-Scooter - defined**

“Electric Kick-Scooter” means a vehicle that has,

- (a) two wheels placed along the same longitudinal axis, one placed at the front of the kick scooter and one at the rear;
- (b) a platform for standing between the two wheels;
- (c) a steering handlebar that acts directly on the steerable wheel; and
- (d) an electric motor not exceeding 500 watts that provides a maximum speed of 24 kilometres per hour.

3. Section 2.11 of by-law S-1 is amended by adding the following sentence after the final sentence:

“This section shall not apply to a person who operates an Electric Kick-Scooter or a Cargo Power-Assisted Bicycle along a bicycle path if such operation is specifically permitted by another by-law of the City of London.”

4. Section 2.12 of by-law S-1 is deleted and replaced with the following new section 2.12:

### **“2.12 Motor vehicle - bicycle - on sidewalk - exceptions**

(a) No person shall, without lawful authority, either by themselves or by permitting others, operate a motor vehicle (including an automobile, a motorcycle, motor assisted bicycle), a motorized snow vehicle, a traction engine, an Electric Kick-Scooter, a bicycle, or a power-assisted bicycle (including a Cargo Power-assisted Bicycle), along a sidewalk.

- (b) Subsection (a) shall not apply to a person who,
- (i) operates an Electric Personal Assistive Mobility Device due to a disability, along a sidewalk;
  - (ii) operates the vehicle across that portion of a sidewalk which intersects with a lawful private entrance;
  - (iii) operates a bicycle, or Electric Kick-Scooter or Cargo Power-assisted Bicycle if such operation is specifically permitted by another by-law of the City of London, on that portion of a sidewalk which connects a bicycle path with a roadway;
  - (iv) being under the age of 14, operates a bicycle along a sidewalk.

5. This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on March 7, 2023.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – March 7, 2023  
Second Reading – March 7, 2023  
Third Reading – March 7, 2023

**APPENDIX D**  
**A by-law to amend the Parks and Recreation Area By-law (PR-2)**

Bill No.  
2023

By-law No.

A By-law to amend By-law No. PR-2, entitled  
 “A by-law relating to the use, protection and  
 regulation of PUBLIC PARKS AND  
 RECREATION AREAS IN THE CITY OF  
 LONDON”

WHEREAS the *Highway Traffic Act*, R.S.O. 1990, c. H.8 (“*Highway Traffic Act*”) provides in Part XVI s. 228 that the Lieutenant Governor in Council may by regulation authorize or establish a project for research into or testing or evaluation of any matter governed by the *Highway Traffic Act* or relevant to highway traffic;

AND WHEREAS the *Highway Traffic Act* establishes in section 228(8) that every person who contravenes a regulation made under that section is guilty of an offence and on conviction is liable to a fine of not less than \$250 and not more than \$2,500;

AND WHEREAS Ontario Regulation 389/19 entitled “Pilot Project – Electric Kick-Scooters” established a pilot project to evaluate the use and operation of electric kick-scooters, and is to be revoked on November 27, 2024;

AND WHEREAS Ontario Regulation 141/21 entitled “Pilot Project – Cargo Power-Assisted Bicycles” established a pilot project to evaluate the use and operation of cargo power-assisted bicycles, and is to be revoked on March 1, 2026;

AND WHEREAS these Pilot Projects prohibit the use of Electric Kick-Scooters and Cargo Power-Assisted Bicycles on a highway, sidewalk, trail, path or walkway or in a public park or exhibition ground under municipal jurisdiction unless such operation is permitted by the Regulation, and where such operation is permitted by a municipal by-law;

AND WHEREAS Municipal Council resolved at its Council meeting of July 5, 2022 that Civic Administration bring forward proposed by-law amendments to incorporate cargo e-bikes for personal use and commercial use, and e-scooter use;

AND WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended (“*Municipal Act, 2001*”) provides that a municipal power shall be exercised by by-law;

AND WHEREAS section 9 of the *Municipal Act, 2001* provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under the *Municipal Act, 2001* or any other Act;

AND WHEREAS subsection 10(1) of the *Municipal Act, 2001* provides that a municipality may provide any service or thing that the municipality considers necessary or desirable for the public;

AND WHEREAS subsection 10(2) of the *Municipal Act, 2001* provides that a municipality may pass by-laws respecting: in paragraph 4, Public assets of the municipality acquired for the purpose of exercising its authority under this or any other Act; in paragraph 5, Economic, social and environmental well-being of the municipality, including respecting climate change; in paragraph 6, Health, safety and well-being of persons; in paragraph 7, Services and things that the municipality is authorized to provide under subsection (1); in paragraph 8, Protection of persons and property; and in paragraph 10, Structures, including fences and signs;

NOW THEREFORE the Council of The Corporation of the City of London enacts as follows:

1. Section 1.1 of by-law PR-2 is amended by adding the following new definition of “Cargo Power-assisted Bicycle” after the definition of “Bulk Feeding”:

**Cargo Power-assisted Bicycle - defined**

“Cargo Power-assisted Bicycle” means a pedal-driven bicycle of conventional exposed fork-and-frame bicycle design and appearance that,

- (a) has two or three wheels;
  - (b) is fitted at all times with pedals that are always operable to propel the bicycle;
  - (c) has a platform, basket or container for carrying cargo, parcels or goods,
  - (d) has steering handlebars;
  - (d.1) has a weight of more than 55 kilograms;
  - (e) has a width not exceeding 1.3 metres;
  - (f) has a length not exceeding 4 metres;
  - (g) has a height not exceeding 2.2 metres;
  - (h) has wheels that have a width of not less than 35 millimetres and a diameter of not less than 350 millimetres;
  - (i) does not have any structure that fully encloses the occupant area; and
  - (j) has an electric motor with a continuous rated output power not exceeding 1000 watts that is incapable of providing propulsion assistance when the bicycle attains a speed of 32 kilometres per hour or more.
2. Section 1.1 of by-law PR-2 is amended by adding the following new definition of “Electric Kick-Scooter” after the definition of “designated”:

**Electric Kick-Scooter - defined**

“Electric Kick-Scooter” means a vehicle that has,

- (a) two wheels placed along the same longitudinal axis, one placed at the front of the kick scooter and one at the rear;
  - (b) a platform for standing between the two wheels;
  - (c) a steering handlebar that acts directly on the steerable wheel; and
  - (d) an electric motor not exceeding 500 watts that provides a maximum speed of 24 kilometres per hour.
3. Section 1.1 of by-law PR-2 is amended by deleting the definition of “Hiking trail” and replacing it with the following new definition:

**Hiking trail – defined**

“Hiking trail” means that part of a park that has been marked, posted or blazed for the purpose of hiking, cross country skiing or running by the public, and which is not pavement or concrete, and excludes certain uses as set out in this by-law. Hiking trails may or may not be accessible to motorized wheel chairs depending on topographic restrictions.”

4. Section 1.1 of by-law PR-2 is amended by deleting the definition of “Multi-use Pathway” and replacing it with the following new definition:

**Multi-use pathway – defined**

“Multi-use pathway” means that part of a park that has been improved with a hard surface and intended for a variety of uses, including pedestrian use, and excludes certain uses as set out in this by-law.”

5. The definition of “Power-assisted bicycle” in section 1.1 of by-law PR-2 is repealed and replaced with the following new definition of “Power-assisted bicycle”:

**Power-assisted bicycle” – defined**

“Power-assisted bicycle” has the meaning attributed to it in the Highway Traffic Act and is commonly referred to as an electric bicycle, or e-bike.

6. Subsection 3.1(4) of by-law PR-2 is deleted and replaced with the following new subsection 3.1(4):

“on a multi-use pathway: drive, ride or operate any motor vehicle (including an automobile, motorcycle or motor assisted bicycle), 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, or horse-drawn conveyance;”.

7. Subsections 3.1(5) of by-law PR-2 is deleted and replaced with the following new subsection 3.1(5):

“on a hiking trail: drive, ride or operate any motor vehicle (including an automobile, motorcycle or motor assisted bicycle), a bicycle (including a tricycle, unicycle or any kind of power-assisted bicycle), Electric Kick-Scooter, skateboard, or carry on in-line skating;”

8. Subsection 3.1(41) of by-law PR-2 is deleted and replaced with the following new subsection 3.1(41):

“drive, ride or operate 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;”

9. Subsection 3.1(43) of by-law PR-2 is deleted and replaced with the following new subsection 3.1(43):

“drive, ride or operate any kind of power-assisted bicycle or Electric Kick-Scooter unless the person is wearing a helmet that complies with the requirements of the *Highway Traffic Act*.”

10. Subsection 5.4(7) of by-law PR-2 is deleted and replaced with the following new subsection 5.4(7):

“No person shall, within the boundaries of an ESA or a natural park area, operate a vehicle (including a motor vehicle, automobile, motorcycle, motor assisted bicycle, tricycle, unicycle, bicycle, any kind of power-assisted bicycle, Electric Kick-Scooter, motorized snow vehicle, or traction engine, unless signs are posted specifically allowing such activity;”

11. This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on March 7, 2023.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – March 7, 2023  
Second Reading – March 7, 2023  
Third Reading – March 7, 2023

**APPENDIX E**  
**A by-law to amend the Administrative Monetary Penalty System**  
**(AMPS) By-law (A-54)**

Bill No.  
2023

By-law No.

A by-law to amend By-law No. A-54, as amended, being “A by-law to implement an Administrative Monetary Penalty System in London” to designate the Electric Kick-Scooter and Cargo Power-assisted Bicycle By-law.

WHEREAS section 434.1 of the Municipal Act authorizes the City to require a person, subject to conditions as the municipality considers appropriate, to pay an administrative penalty if the municipality is satisfied that the person has failed to comply with a by-law of the municipality;

AND WHEREAS the Municipal Council considers it desirable to enforce and seek compliance with the designated by-laws, or portions of those by-laws, through the Administrative Monetary Penalty System;

AND WHEREAS the Municipal Council on June 25, 2019 passed By-law No. A-54, being “A by-law to implement an Administrative Monetary Penalty System in London”;

AND WHEREAS the Municipal Council deems it appropriate to amend Bylaw No. A-54 with respect to contraventions of the Electric Kick-Scooter and Cargo Power-assisted Bicycle By-law;

NOW THEREFORE the Council of The Corporation of the City of London enacts as follows:

1. The definition of “Administrative Penalty” in Section 1 of By-law A-45 is amended by deleting the phrase “ and ‘A-26’” and replacing it with the phrase “, ‘A-26’ and ‘A-27’”.
2. Section 2.1 of By-law A-45 is amended by adding the phrase “‘A-27’” after the phrase “‘A-26’”.
3. Section 3.1 and subsection 3.1(a) of By-law A-45 are amended by deleting the phrase “ and ‘A-26’” and replacing it with the phrase “, ‘A-26’ and ‘A-27’”.
4. Schedule “A-1” of By-law No. A-54 is amended to include the Electric Kick-Scooter and Cargo Power-assisted Bicycle By-law.
5. The attached new Schedule “A-27” is added to By-law No. A-54 after Schedule “A-26”. Items 1 to 3 in Column 1 of Schedule “A-27” related to Electric Kick-Scooters are repealed on November 27, 2024. Schedule “A-27” is repealed in its entirety on March 1, 2026.
6. This By-law shall come into force and effect on the day it is passed, subject to the passing by Council of the Electric Kick-Scooter and Cargo Power-assisted Bicycle By-law.

PASSED in Open Council on .

Josh Morgan  
Deputy Mayor

Michael Schulthess  
City Clerk

First Reading – March 7, 2023  
Second Reading – March 7, 2023  
Third Reading – March 7, 2023

**Schedule “A-27”**  
**Administrative Monetary Penalty System By-law**  
**Penalty Schedule for the Electric Kick-Scooter and Cargo Power-assisted Bicycle**  
**By-law**

1. For the purposes of Section 2 of this By-law, Column 3 in the following table lists the provisions in the Designated By-law identified in the Schedule, as amended.

2. Column 2 in the following table set out the short form wording to be used in a Penalty Notice for the contravention of the designated provisions listed in Column 3.

3. Column 4 in the following table set out the Administrative Penalty amount that is payable for contraventions of the designated provisions listed in Column 3.

<b>Column 1 Item #</b>	<b>Column 2 Short Form Wording</b>	<b>Column 3 Designated Provision</b>	<b>Column 4 Administrative Penalty Amount</b>
1	operate Electric Kick-Scooter on sidewalk	2.1(a)	\$50.00
2	operate Electric Kick-Scooter on Hiking trail	2.1(b)	\$50.00
3	operate Electric Kick-Scooter in Environmentally Significant area or natural park area	2.1(c)	\$50.00
4	operate Cargo Power-assisted Bicycle on sidewalk	2.1(a)	\$50.00
5	operate Cargo Power-assisted Bicycle on Hiking Trail	2.1(b)	\$50.00
6	operate Cargo Power-assisted Bicycle in Environmentally Significant area or natural park area	2.1(c)	\$50.00
7	provide Commercial Electric Kick-Scooters	2.2	\$50.00

Fines may be doubled for any and all subsequent repeat offences.



## APPENDIX F

### Executive Summaries from Previous Civic Works Committee Reports

Reprinted below is the Executive Summary from Participation in Provincial E-scooter Pilot (June 21, 2022 meeting of Civic Works Committee, Agenda Item 4.2)

#### Executive Summary

The purpose of this report is to provide Committee and Council with background information and a synopsis of input on participation in the Province's electric kick-style e-scooter pilot. The Provincial e-scooter pilot includes both e-scooters for personal purchase and use, and e-scooter share services (i.e., similar to bike share services).

An e-scooter is a stand-up scooter powered by an electric motor. They are generally designed for use by adults with a large deck in the centre upon which the rider stands. They are a micromobility option (e.g., along with bike share and e-bike share) that is becoming more popular in many North American cities.

Several other Ontario municipalities are examining or participating in the Ontario e-scooter pilot, specifically:

#### A. Personal E-scooters Programs

- Ottawa, Hamilton, Windsor, York Region, Brampton and Mississauga allow personal e-scooters. The Region of Waterloo will allow them as of July 1, 2022.
- Toronto is currently not allowing either personal use or e-scooter share services.

#### B. E-scooter Share Programs

- Ottawa and Windsor have e-scooter share services in place. Windsor's system includes e-bikes.
- Hamilton, Brampton and Region of Waterloo (in partnership with cities of Cambridge, Kitchener and Waterloo), are working towards e-scooter share services.
- Mississauga is reviewing e-scooter share.

Contact was made with many of these municipalities in 2021 and 2022. In addition, details provided by e-scooter vendors and other on-line sources was reviewed by City staff.

In London, the public, City advisory committees, City service areas, and partner organizations' feedback was collected in the summer of 2021. In summary, a range of feedback was received. For the public, overall, those who have tried or own an e-scooter are supportive of allowing them in London. Generally, those who have no experience with e-scooters are not supportive.

This report includes recommendations for both options of the provincial pilot, personal e-scooters and e-scooter share systems:

- With respect to personal e-scooters; Civic Administration recommend that for the remainder of the provincial pilot (ends December 2024), allow e-scooters for personal use in the same locations where bicycles are allowed for adults (i.e., not on sidewalks) and update related by-laws. This option recognises that personal e-scooters are already in use in London, they provide an efficient transportation option for many Londoners, and they should be recognised in municipal by-laws. This option is referred to in the report as A-1. Allow Personal E-scooters and Update By-laws.
- With respect to e-scooter share programs; Civic Administration recommend not participating in the e-scooter share portion of the provincial pilot. Rather, it is recommended London proceed with monitoring and reviewing other municipalities' pilots to learn about their services' set-up and challenges, and how they dealt with by-law updates. This information will be used to inform the development of the Mobility Master Plan and the implementation of the Climate Emergency Action Plan and The London Plan. This option is referred to as B-3. Do Not Join the Provincial Pilot; Monitor and Review Other Municipalities' Pilots

## Financial Impact/Considerations

This review, analysis and recommended direction has identified three main items with respect to financial considerations noting that the financial impact may occur in a different project as noted in number 3 below:

1. A-1. Allow Personal E-scooters and Update By-laws  
Existing City staff resources will be used to review and address relevant municipal by-laws. There is no additional financial impact for City staff. During the Pilot, discussions will occur with London Police Services and Municipal Compliance staff from an enforcement perspective.
2. B-3. Do Not Join the Provincial Pilot; Monitor and Review Other Municipalities' Pilots  
Existing City staff resources will be used to monitor and review e-scooter share pilot programs and full-scale programs. There is no additional financial impact for City staff.
3. City staff still recommend proceeding with a bike share system, with a Request for Proposals (RFP) to be issued later in 2022. This matter will be the subject of a future Civic Works Committee report. The absence of e-scooters within the bike share system RFP may impact the financial aspects of a bike share system.

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Reprinted below is the Executive Summary from Participation in Provincial Cargo E-bike Pilot (June 21, 2022 meeting of Civic Works Committee, Agenda Item 4.1)

### Executive Summary

Cargo e-bikes are a type of electric-powered bike with a platform or box to carry larger items like packages and boxes for deliveries. Individuals use them for transporting larger items for personal use (e.g., groceries) or children as passengers, often as an alternative to using an automobile. Businesses use them to deliver products and/or services. Cargo e-bikes, particularly personal use cargo e-bikes, are already present in London and it would be prudent to pilot a by-law framework for their safe and efficient use.

The Province of Ontario has defined a cargo e-bike as being over 55 kilograms. Similar style e-bikes that are less than 55 kilograms are considered to be the same as standard e-bikes.

Ottawa and Toronto are currently participating in the provincial pilot, including the development of new permitting and licencing processes for commercial cargo e-bikes that include requirements for company logos and identifying numbers, offering annual short-term parking permits for each bike in use, and allowing commercial cargo e-bikes to be in loading zones and no-parking zones for up to 15 minutes.

In the Summer 2021, public input on the use of cargo e-bikes was gathered primarily through the Get Involved platform. For personal use cargo e-bikes, most respondents who had no experience with one expressed a willingness to try them. This group of respondents had some concerns about unsafe bike lanes and the chance of increasing congestion. Respondents with experience noted that this mode of transportation is environmentally friendly, helpful, and safe. This group of respondents also noted that more connected and safe dedicated bike lanes are required.

For commercial use cargo e-bikes, 32 per cent of respondents were willing to use it in the future for business purposes, and the other 68 per cent do not plan to own one in the future at this time.

The potential introduction of both personal and commercial use cargo e-bikes was also discussed with several City service areas and partner organizations. The overall themes to the feedback received included:

- Restrict all cargo e-bikes from riding or parking on sidewalks;
- Restrict commercial cargo e-bike use in parks, along pathways, and the Thames Valley Parkway (TVP);
- Enforcement will need to be addressed;
- Need dedicated parking locations for commercial cargo e-bikes;
- Develop education, including rules of the road, in advance of pilot participation; and
- Otherwise, treat cargo e-bikes the same as bicycles.

Based on feedback received, City staff recommend the following:

- Join the pilot for personal cargo e-bikes, with associated by-law updates. This would include a review of current municipal by-laws. A review of municipal by-laws would also allow for the recognition of other, new, larger mobility devices, such as those envisioned for riders in the Province of Ontario's Urban Mobility Vehicle Pilot. This option is referred to in the report as A-1. Allow Personal Cargo E-bikes and Update By-law. This recommendation will allow Londoners to purchase any cargo e-bike, ride it legally (where allowed), and eliminate the need to recognise the difference between e-bikes under 55 kilograms and cargo e-bikes over 55 kilograms for enforcement purposes. The recommendation also recognises that a cargo e-bike can be a viable alternative to owning a second car. Personal cargo e-bikes would not be allowed to operate or park on sidewalks.
- Develop a pilot program for commercial use of cargo e-bikes, including licensing rules, fees and parking requirements. This is one action local businesses can take that supports the Climate Emergency Action Plan. Commercial cargo e-bikes would not be allowed to operate or park on sidewalks. This option is referred to in the report as B-1. Full Cargo E-bike Pilot Participation.

### **Financial Impact/Considerations**

The costs associated with both the personal and commercial pilot projects are expected to be minor in nature as the number of cargo e-bikes is expected to be modest over the term of the pilot projects. Minor costs associated with educational and promotional materials, as well as the licensing of commercial pilot project participants, is expected to be between \$5,000 and \$10,000 and can be absorbed in existing budgets during the pilot projects.