

Rt Hon Sir Keir Starmer MP
Prime Minister
10 Downing Street
London
SW1A 2AA

CC. Rt Hon Heidi Alexander MP, Secretary of State for Transport

Dear Prime Minister,

We are writing to express the urgent need for legislation to create a new powered light vehicle class which would allow e-scooters and other light e-mobility options to be legalised. The current delay, despite commitments to legislate when parliamentary time allows, is having a significant adverse impact on investment and is limiting the flexible, affordable, low-carbon travel options available to people in the UK. The opportunity must be taken in the King's Speech to include this legislation in the programme for the new Parliamentary session.

Shared e-scooters are a popular part of the micromobility landscape in many countries around the world. The UK is the only country in Europe that has not yet legalised e-scooters. The current limiting of lawful e-scooter use to Government trials in selected English local authorities is holding back the potential of shared e-scooters to support economic growth and improve peoples' lives across the UK.

As you know, trials of shared e-scooters have been running since 2020 and have now been extended to May 2028. In that time, shared e-scooters have become an integral part of the transport systems throughout the UK. By September 2025, 71.7 million total trips had been taken by 22.7 million users as part of these trials;¹ these numbers will now be even higher. 45% of active shared e-scooter users take at least one e-scooter trip per week, and 26% of users take three or more trips a week. For around half of active users, the most common reason for a shared e-scooter trip was to go to work or school.²

Shared e-scooters also increase the efficiency of transport systems and reduce congestion; 76% of shared e-scooter users agree that shared micromobility makes their trips quicker, and 21% of all e-scooter rides replaced a trip by private car or taxi.

Despite these benefits, endless trials without legislation are leaving operators and local authorities stuck in limbo, limiting investment and constraining the ability of rental micromobility schemes to contribute to the government's economic growth agenda and

¹ Data shared with CoMoUK by operators

² [CoMoUK Annual Shared Micromobility Report UK 2024](#)

climate goals. At Report Stage of the English Devolution and Community Empowerment Bill, Lord Hendy stated that “we want more shared cycle schemes across the country” – there is no reason not to extend this sentiment to shared e-scooter schemes, which provide many of the same benefits as e-bikes.

The absence of long-term clarity will become an increasingly significant problem with the upcoming reform of local government. Local authorities currently have no ability to plan long-term investment around successful shared e-scooter schemes, or to fully integrate shared e-scooters into their transport plans. 44% of e-scooter users said they combined their most common e-scooter trip with public transport, representing a huge opportunity for integration with Great British Railways and local bus services, but this opportunity cannot be fully realised under the current legislation.

Finally, public perception of shared e-scooters is becoming increasingly clouded by the conduct of riders of privately owned e-scooters, who continue to illegally ride on public roads without any of the vehicle standards, user training or controls on rider behaviour that shared e-scooters benefit from. Timely legislation would help to address these issues and to drive improvements in safety and quality.

The recently published strategy for integrated transport, Better Connected, sets out a goal to expand access, improve integration and raise awareness of shared mobility, and states that for the 80% of the population that live in urban or suburban areas, “micromobility options (e.g. e-bikes and e-scooters) should be available for short trips and to support first and last mile connectivity”. The delays to legislation on e-scooters directly contradicts this goal.

It is vital that legislation is put in place soon to send a clear message to deliver clarity and direction for the public, operators and local authorities. This government has already committed to legislate for a new low-speed zero emission vehicle category when parliamentary time allows; we urge you to commit to making that time in the new Parliamentary session.

Yours sincerely,

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