Addendum – On-street micromobility regulation in the English Devolution Bill

Update as of 15th July 2025

This addendum provides summarises the key parts of Schedule 5 - Providers of Micromobility Vehicles of the English Devolution Bill, which is now making its way through the House of Commons.

- **New licensing regime**: Local strategic authorities (combined authorities, mayoral authorities, or the highest-tier local authority) would become licensing authorities for providers of both **passenger** (e.g., bikes, e-bikes) and **non-passenger** micromobility vehicles (e.g., cargo bikes) operated on public roads or places (UK Parliament). In the case of London, Transport for London (TfL) will be the local strategic transport authority and therefore the licencing authority for shared micromobility schemes.
- **Mandatory licence requirement & offences**: Operating without a licence would be a criminal offence. Liability may extend to responsible individuals within companies or organisations .
- **Definitions and exclusions**:
    - *Passenger micromobility vehicles* include pedal cycles, e-cycles, and others as later defined.
    - *Non-passenger vehicles* encompass items not designed for carrying people.
    - Pedicabs, motor vehicles, and invalid carriages are excluded from this regime. (there is existing legislation on Pedicabs, TfL are developing the licensing regime for these and recently consulted on proposed regulations)
- **Exemptions**:
    - Schemes run by the licensing authority itself (e.g., TfL/Santander cycle hire) are automatically exempt.
    - Secretary of State may prescribe further exemptions via regulation, such as small-scale or charitable operations.
- **Broad regulatory powers granted**:
    - Secretary of State empowered to set licence conditions, application processes, durations, fees, penalties, appeals, and data-sharing obligations through regulations; some via *affirmative* and *negative* parliamentary procedures.

    - Authorities must cooperate with traffic bodies to provide sufficient parking for schemes.
- **Statutory guidance and information-sharing**:
    - Licensing authorities must follow statutory guidance.
    - Operators may be required to share performance and operational data; false information may attract penalties

Timetable

As with all legislation, there are a number of different readings and reviews to satisfy Members of Parliament and the House of Lords, before the Bill becomes an Act of Parliament.

Currently, the English Devolution Bill is on its second reading in the House of Commons.

There is no set timetable for the Bill reaching Royal Assent, but it is anticipated to take around 1-2 years. Late 2026 is realistically the earliest that that any new regulations will take effect.