



PERSONAL LIGHT ELECTRIC VEHICLES POLICY

St George's, University of London

Document History and Control

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Ver. 1 draft 1	04.01.2024	New Policy Draft	Geoffrey Mutenga (Health and Safety Officer). Hanif Brora (Assistant Director Safety Health and Environment)	
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1. Introduction

Personal Light Electric vehicles (PLEVs) are commonly used within the London community. Use has significantly increased within the wider community and with it, there has been a corresponding increase in fire related incidents resulting in fatalities, serious injury and property damage or loss. This policy has been introduced to assist with managing PLEVs use within St George's University of London (SGUL), the PLEVs pose a significant risk to the health and safety of all who access SGUL sites and those who work and live within SGUL premises.

2. Purpose of this policy

The purpose of this policy is to clarify SGUL position on the use and storage of PLEVs at all its premises or sites in line with the SGUL Health and Safety Policy and UK law. SGUL has a general duty of care to all students, staff, contractors, and visitors to act reasonably whilst delivering services to protect their health, safety, and welfare.

3. Definitions

PLEVs refers to micro mobility equipment powered electrically mostly by lithium batteries. These include e-scooters, e-bikes, segways, electric unicycles and hoverboards and others.

Under the Road Traffic Act 1988, PLEVs are defined as motor vehicles.

Motor vehicles are "any mechanically propelled vehicle intended or adapted for use on roads".

4. Responsibilities

4.1. Vice Chancellor/ Deputy Vice Chancellors/ Directors of Institutes/ Professional Services Directors/ Heads of Departments/Heads of Sections/Managers:

- Ensure that this policy is implemented in their areas of responsibility.
- Ensure that all staff and students are made aware of this policy.
- Manage any issues arising from this policy.

4.2. Safety, Health, and Environment office:

- Assist and provide guidance on implementation of the health and safety aspects of this policy.
- Review this policy as required.

4.3. Staff and students

- Must not bring PLEVs on campus premises including university, student residential halls.
- Report concerns or instances of violation of this policy.
- Familiarise themselves with this document and comply with the requirements.
- Co-operate and assist managers or responsible persons to ensure the workplace is safe.

5.0. Scope

5.1. Type of mobility aid.

Personal mobility equipment/aids such as e-scooters, electric bikes, segways hoverboards, electric unicycles and other such equipment powered by Lithium batteries.

5.2. People

Staff, students, contractors, and visitors.

6.0. Exception

- Personal mobility powered vehicles used by disabled persons including powered wheelchairs and mobility scooters.
- If these use Lithium batteries and require charging, staff must liaise with their line managers and students with their personal tutors.

7.0. Policy statement

It is prohibited within SGUL managed buildings including students' residential halls to:

- Use, store, and charge PLEVs such as e-scooters, e-hoverboards e-skateboards, e-unicycles, e-bikes, segways and similar Lithium battery powered micro mobility devices with attached batteries.
- Store and charge detached batteries for the above devices.

8.0. Case for action

8.1. Legal framework

- According to the Road Traffic Act 1988, e-scooters, e-bikes, segways, electric unicycles, and hoverboards and similar mobility aids are legally defined as motor vehicles.
- They must comply to all laws and regulations that govern the use of motor vehicles in regard to their construction and use on public roads and spaces.
- It is illegal to ride privately owned PLEVs on public roads, pavements, and pedestrian only spaces in the UK.

8.2. Risk factors

- PLEVs are powered by Lithium batteries that require charging.
- It has been established that in many cases these devices while charging, are positioned in areas which create an obstruction to emergency escape routes.
- If the batteries become damaged or begin to fail, they can explode and start incredibly ferocious fires. Lithium battery fires can spread quickly out of control and turn into large fires within minutes and are difficult to put out.

9.0. References

1. [Powered transporters - GOV.UK \(www.gov.uk\)](http://www.gov.uk)
2. [e-scooters and e-bikes | London Fire Brigade \(london-fire.gov.uk\)](http://london-fire.gov.uk)
3. Department of Transport. [Mobility scooters and powered wheelchairs on the road - some guidance for users \(publishing.service.gov.uk\)](http://publishing.service.gov.uk)
4. Health and Safety Policy. St George's University of London. [Health and Safety Policy \(sgul.ac.uk\)](http://sgul.ac.uk)
5. Written evidence submitted by the London Fire Brigade (ESF0012). committees.parliament.uk/writtenevidence/118686/pdf/
6. Mobility scooter guidance. London Fire Brigade. [DRAFT NSHFSG Mobility Scooter Guidance V5.2 LATEST \(firesafetyinhousing.org.uk\)](http://firesafetyinhousing.org.uk)