



Department
for Transport

Reviewing the law for powered mobility devices

January 2026

Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR



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Reviewing the law for powered mobility devices

Seeks views on changing the rules for using powered mobility devices.

This consultation opens at

10am on 6 January 2026

It closes at

11:59pm on 22 April 2026

Consultation description

We are seeking views on changing the rules for using powered mobility devices, including powered wheelchairs and mobility scooters, on public roads and pavements.

This includes:

- updating the words we use in law to describe powered wheelchairs and mobility scooters and who can use them
- where these devices can be used – on roads, pavements or elsewhere
- changing the rules around size, speed and age for using larger devices
- whether people should be allowed to carry a passenger

- whether other types of devices should be allowed on public roads or pavements when used by disabled people or a person with reduced mobility

Reviewing the law for powered mobility devices

We are seeking views on changing the rules for using powered mobility devices, including powered wheelchairs and mobility scooters, on public roads and pavements.

Ministerial foreword

Transport is more than just infrastructure. It is about the people and the journeys they make, which form the heart of our transport system.

Everyone needs to be able to make the journeys that are important to them, and it is incumbent on us in government to break down the barriers disabled people face.

For those who use a powered mobility device, a wheelchair or a mobility scooter to improve their mobility, the legislation governing their use dates back to 1970 and 1988 in England, Scotland and Wales, and technology has evolved rapidly in the last several decades.

There is now a range of mobility options available to disabled people and people with reduced mobility and currently, through my engagement with disabled people, it is clear the legislation in its current form does not account for the modern mobility devices people need or want to use.

The government announced a formal review of the law governing powered mobility devices on 21 July 2025 and this consultation is the first step to delivering on that commitment as we seek views on the potential changes to legislation.

This government is committed to championing the rights of disabled people and those most vulnerable so that their views and voices will be at the heart of all we do. Everyone has the right to travel easily and independently.

Simon Lightwood MP,
Minister for Roads and Buses

Overview of the current legislation

Wheelchairs (powered and non-powered) and mobility scooters are described in existing legislation as ‘invalid carriages’. We recognise that many people find that term inappropriate and we use it in this consultation only where necessary for legal accuracy. Otherwise, we shall refer to them throughout the document as a ‘mobility device’ or ‘powered mobility device’.

They are designed to improve mobility for disabled people, or to replace walking and enable people to travel more easily and independently.

The main legislation governing the use of mobility devices is the Chronically Sick and Disabled Persons Act 1970 (as amended) (CSDPA). Section 20 of the CSDPA defines the term ‘invalid carriage’ as ‘a vehicle, whether mechanically propelled or not, constructed or adapted for use for the carriage of one person, being a person suffering from some physical defect or disability’.

It also exempts certain types of devices from being treated as a motor vehicle for certain requirements in roads legislation (primarily the Road Traffic Act 1988), for example, exemption from the requirement to hold a driving licence or motor insurance.

The exemption is subject to conditions, which are set out in the Use of Invalid Carriages on Highways Regulations 1988 (as amended) (the regulations).

In the regulations, types of mobility devices are divided into 3 classes, with different conditions set out for each class. In summary:

- Class 1 is a mobility device, typically a wheelchair, that is propelled by the user or is pushed by an attendant. They are designed for use on pavements and other pedestrian areas. They can be used on the road where there is no pavement available or where it is necessary to cross the road.
- Class 2 is a motor-powered mobility device, typically a powered wheelchair or mobility scooter, designed for use on pavements and other pedestrian areas. The powered speed must not exceed 4 miles per hour. As with Class 1, they can be used on the road where there is no pavement available, or where it is necessary to cross the road.
- Class 3 is a motor-powered mobility device, typically a powered wheelchair or mobility scooter, that is designed for use on pavements, other pedestrian areas and the road. They must be fitted with a device to ensure the powered speed does not exceed 4 miles per hour on pavements and other pedestrian areas. The powered speed on the road must not exceed 8 miles per hour.

This consultation focuses only on the legislation that governs the use of mobility devices, or powered mobility devices, on the road and pavement in Great Britain.

There is separate legislation for Northern Ireland, namely

the Motor Vehicles (Invalid Carriages) Regulations (Northern Ireland) 1999.

Devices that are outside of the regulations

If a mobility device does not fall within one of the above classes, exceeds a weight of 150kg (or 200kg with medical equipment), or has a width of over 0.85 metres, then it is regulated as a motor vehicle and is referred to as 'not in class'.

This means it may only legally be used on the road and is subject to the requirements set out in the Road Traffic Act 1988, and other road vehicle legislation.

See the [using mobility scooters and powered wheelchairs](#) guidance for more information.

Why we are reviewing the law

Modern technology has developed at pace since the legislation was last amended and now provides a much greater range of mobility options for disabled people and people with reduced mobility. These modern devices may be lighter and more agile than a powered wheelchair or mobility scooter or might better suit a person's needs in other ways.

Currently, however, any device powered by a motor which does not comply with the Class 2 or 3 requirements summarised above cannot legally be used on the pavement under the circumstances permitted by the 1988

regulations. Such devices are referred to as ‘not in class’ and we seek to review the law with these devices in mind.

The department has undertaken a rapid review of the current landscape with groups representing disabled people and the Disabled Persons Transport Advisory Committee (DPTAC), which has helped us identify a number of ways in which the current legislation does not work for those who use a device to improve their mobility.

There are 2 main areas that we have identified in need of review:

1. The overarching legislation which governs the use of ‘invalid carriages’ on the public highway, including:

- the term ‘invalid carriage’
- who is permitted to use them
- weight and speed limits for devices
- minimum user age
- the potential carriage of passengers

2. Devices that can improve mobility but do not currently meet the ‘invalid carriage’ regulatory requirements.

Previous reviews of the legislation

The UK government amended the 1998 regulations in 2015 to permit ‘invalid carriages’ to exceed their original unladen weight limit up to a new maximum of 200kg, but only when carrying necessary user equipment required for specific clinical, postural, hygienic, caring or nursing needs.

Our proposed objectives

Powered mobility devices, mobility scooters and powered wheelchairs are often a lifeline for people, offering freedom and independence. The government has clear ambitions for a transport system that works for all, because everyone deserves to travel easily and with dignity.

Some aspects of the legislation, which dates from several decades ago, are now out of date. They do not reflect the devices disabled people, and people with reduced mobility, need or want to use.

However, any devices used on the pavement must be suitable to be used safely around other users, particularly those at greater risk, such as those with sight and hearing loss, children or older people.

To help guide our policymaking on whether and how much to change the existing legislation, we have suggested 4 objectives for this proposed reform, on which we would like your views.

Objective 1: allow people who need a mobility device to use it

Disabled people who clinically need a mobility device should legally be able to use it. These people may not have a choice in the device they can use to aid their mobility and if they are not able to use it legally on the pavement, their independence may be severely affected.

Objective 2: allow greater choice

There are some devices that, if we allow their legal use, will improve disabled people's ability to travel easily and with dignity. While there may not always be an immediate clinical need for such a device, we may be able to facilitate their legal, safe and responsible use on the public highway, which could improve quality of life.

Objective 3: protecting people's perceptions of safety

We must ensure that people feel safe when using the road and pavement, particularly those who are at greater risk, such as those with sight and hearing loss, children and older people.

Objective 4: protecting people's safety

We must ensure that people are safe when using the road and pavement. Therefore, any changes to the legislation governing what powered mobility devices can be used on the public highway should not adversely

introduce new safety risks for device users and the general public.

Proposal questions

Question 1: To what extent do you agree or disagree with the following objectives for reviewing the law for powered mobility devices?

Objective 1: allow people who need a mobility device to use it

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

Objective 2: allow greater choice

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

Objective 3: protecting people's perceptions of safety

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

Objective 4: protecting people's safety

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

Question 2: If you selected ‘disagree’ or ‘strongly disagree’ for any of the 4 objectives, explain what you think our objectives should be for reviewing the law for powered mobility devices?

Powered mobility device specifications and rules for use

This section of the consultation focuses on the overarching legislation governing the use of an ‘invalid carriage’.

The questions are based on our understanding of the issues associated with the existing requirements for powered wheelchairs and mobility scooters.

Changing the term ‘invalid carriage’

The term ‘invalid carriage’ is used in legislation to include powered wheelchairs and mobility scooters. The legislation containing this definition dates back to 1970, and language has moved on and changed. We recognise that many people now find that term inappropriate and we are considering changing it to use language that treats disabled people with dignity.

To date, there has been no consensus from people impacted by the legislation on a different term for an ‘invalid carriage’. Given the broad set of mobility options we are considering could be used in future, we have proposed they be called ‘mobility devices’.

Invalid carriage questions

Question 3: To what extent do you agree or disagree that an ‘invalid carriage’ should instead be called a ‘mobility device’ in law?

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don’t know

Question 4: If you selected ‘disagree’ or ‘strongly disagree’, what would be your preferred alternative term?

Who can use powered mobility devices

As part of the definition of an ‘invalid carriage’, the Chronically Sick and Disabled Persons Act 1970 requires it to be for the use of a “person suffering from some physical defect or disability”. Again, this wording dates back to 1970.

Using powered mobility devices questions

Question 5: To what extent do you agree or disagree that the description of someone who is permitted to use a powered wheelchair or mobility scooter should be changed to ‘A disabled person, or person with reduced mobility’?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

Question 6: If you selected 'disagree' or 'strongly disagree'. what would be your preferred alternative description?

Where powered mobility devices can be used

Currently, Class 1, 2 and 3 'invalid carriages' can all be used on pavements, other pedestrian areas, and bridleways at a maximum powered speed of 4mph. Class 1 and 2 devices should always be used on the pavement when it is available.

However, they may be used on the road if a pavement is not available, or where it is necessary to cross the road. Classes 1, 2 and 3 (with 4mph limitation) can be used on cycle tracks that are segregated from the road. They cannot be used in cycle lanes, which are reserved for pedal cycles, including electrically assisted pedal cycles (EAPCs) and rental electric scooters in government-run trial areas only. The definition of a cycle lane and a cycle track can be found in the glossary section.

Class 3 vehicles can be used on most roads at a maximum speed of 8mph, excluding motorways, bus lanes and cycle lanes. They should not be used on dual carriageways where the speed limit exceeds 50mph. If they are used on these dual carriageways, they must have a flashing amber beacon.

Question 7: Do you currently use a Class 1, 2 or 3 mobility device?

- I use a Class 1 mobility device
- I use a Class 2 mobility device
- I use a Class 3 mobility device
- I do not use any of these mobility devices

Question 8: To what extent to you agree or disagree that the following should be entitled to use on road cycle lanes?

Class 1 mobility devices:

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Class 2 mobility devices:

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Class 3 mobility devices:

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Wheelchair power add-ons:

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Question 9: To what extent to you agree or disagree that the following should be entitled to use off road cycle tracks?

Class 1 mobility devices:

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Class 2 mobility devices:

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Class 3 mobility devices:

- strongly agree
- agree
- neither agree nor disagree

- disagree
- strongly disagree
- don't know

Wheelchair power add-ons:

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Device weight

Currently, excluding the user, a 'Class 2 invalid carriage' has a maximum weight of 113.4kg and a 'Class 3 invalid carriage' has a maximum weight of 150kg, unless either class requires necessary user equipment attached to them (like specialist medical equipment), in which case the maximum limit is 200kg.

The 200kg weight limit increase was introduced in 2015 and was chosen to reflect the needs of wheelchair users to have additional weight capacity for their wheelchairs. In addition, the operational capacity of boarding lifts and ramps for public service vehicles, such as buses or trains, is required to have a safe working load of not less

than 300kg (as established by the Public Service Vehicle Accessibility Regulations 2000).

Some people have told us that the weight of some devices can exceed the regulatory threshold of 200kg. Sometimes this may be due to additional components being required, such as batteries, elevated leg rests, seat risers and headrests.

We would need to consider the safety implications of increasing the weight limit further, particularly on things like braking to prevent collisions with pedestrians, as well as interaction with other parts of the transport system, like boarding lifts and ramps. For example, it may be that heavier mobility devices would not be able to use public transport.

We would like to understand your views on this measure.

Device weight questions

Question 10: To what extent do you agree or disagree that the current maximum weight limit of a powered mobility device (200kg) reflects the needs of users?

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Question 11: Should there be any restrictions on how the increased weight is specified?

- yes
- no
- don't know

Question 12: What restrictions should there be on how the increased weight is specified?

Question 13: Why do you think this? Include any evidence to support your reasons

Speed

When a Class 1, 2 or 3 mobility device is used on a pavement it must not go faster than 4 miles per hour, though Class 3 devices are permitted to go up to 8 miles an hour when used on the road. To put this into context, the NHS advises that a brisk walk is about 3 miles per hour.

Speed questions

Question 14: To what extent do you agree or disagree that powered mobility devices should be allowed to go faster than 8mph on the road?

- strongly agree
- agree
- neither agree nor disagree
- disagree

- strongly disagree
- don't know

Question 15: To what extent do you agree or disagree that powered mobility devices should be allowed to go faster than 8mph in cycle lanes?

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Question 16: If you selected 'strongly agree' or 'agree' for either option above, what do you think the top speed limit should be?

Question 17: What additional safeguards, if any, do you think should be introduced for individuals using powered mobility devices capable of speeds above 8mph, to help ensure their safety and the safety of others?

Minimum age

A Class 1 mobility device is typically a wheelchair, that is propelled by the user or is pushed by an attendant.

A Class 2 device is a powered wheelchair or mobility scooter designed for use on pavements which must not exceed a powered speed of 4 miles per hour.

A Class 3 device is a powered wheelchair or mobility scooter, that must be fitted with a device to ensure the powered speed does not exceed 4 miles per hour on pavements and the powered speed on the road must not exceed 8 miles per hour.

Currently, there is no minimum age for the user of a Class 2 device. There is a minimum age of 14 for a Class 3 device for safety reasons.

Minimum age questions

Question 18: To what extent do you agree or disagree that users of mobility devices on the road should be at least 14 years old?

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Question 19: In your view what should be the minimum age for users of mobility devices (in years)?

Carrying others

In the UK, users of 'invalid carriages' are not legally permitted to carry passengers. However, we understand that some people would like to travel with either their carer, dependent or spouse.

Carrying other people questions

Question 20: Do you agree or disagree that an additional passenger should be permitted on a mobility device?

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Question 21: Which of the following conditions, if any, should be applied for an additional passenger to be carried on a mobility device?

- the passenger has a seat
- the passenger is secured in position

- the passenger is necessary for that person's mobility
- the passenger is a child
- the passenger is over a certain age
- another restriction

Question 22: What is your preferred minimum age for the additional passenger in years?

Question 23: Do you have any further comments about powered mobility devices?

Classifying other devices in the regulations

Advancements in technology have led to a range of options which can improve people's mobility. This includes devices which do not currently meet the 'invalid carriage' regulatory requirements, such as power add-ons or handcycle attachments.

Pedal cycles, e-cycles and e-scooters may also appeal to disabled people or someone with reduced mobility as a travel option if the user has some level of balance and can get on and off the device with some level of ease.

We recognise there is a difference between wheelchair attachments and pedal cycles or e-scooters, but currently neither group are recognised as a powered mobility device for use on public highways. We want to learn from this consultation if these devices, when used by a disabled person or someone with reduced mobility, should be legally classified as a powered mobility device.

The current legal speed limit for a Class 2 and Class 3 mobility device on the pavement or other pedestrian area is 4 miles per hour and, if it's a Class 3, 8 miles per hour on the road. The types of devices listed above are typically capable of exceeding 8 miles per hour.

Wheelchair with power add-on attachments as mobility devices questions

Question 24: To what extent do you agree or disagree that a wheelchair with power add-on attachment should have the same rights and restrictions in law as a Class 3 powered mobility device?

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Question 25: What different restrictions to a Class 3 powered mobility device, if any, should wheelchairs with power add-on attachments have?

- they should not be used on the pavement
- they should not be used on the road
- they should have a lower maximum weight

- they should have a higher maximum speed on the road
- there should not be any other restrictions
- other

Wheelchair with handcycle or e-handcycle attachments as mobility devices questions

Question 26: To what extent do you agree or disagree that a wheelchair with a handcycle or e-handcycle attachment should have the same rights and restrictions in law as a Class 3 powered mobility device?

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Question 27: What different restrictions to a Class 3 powered mobility device, if any, should wheelchair handcycles or e-handcycles have?

- they should not be used on the pavement
- they should not be used on the road
- they should have a lower maximum weight

- they should have a higher maximum speed on the road
- there should not be any other restrictions
- other

Cycles, e-cycles and powered transporters as mobility devices

Currently, pedal cycles and e-cycles (known as electrically assisted pedal cycles (EAPCs) in law) are illegal to use on the pavement.

Powered transporter refers to a range of small, lightweight electric vehicles, such as e-scooters, which are illegal to use anywhere on the road or pavement outside of the government's e-scooter rental trial areas.

The government has committed to pursuing legislative reform to create safe, legal routes for the use of micromobility vehicles like e-scooters when parliamentary time allows.

In this consultation, we want to understand whether these devices should be recognised as 'mobility devices' and treated differently on the pavement and in public places for a disabled person or someone with reduced mobility.

Cycles, e-cycles and powered transporters as mobility devices questions

Question 28: Which of the following devices do you use, if any, to improve your mobility?

- pedal cycle
- other cycle or adapted cycle
- electrically assisted pedal cycle
- other e-cycle or adapted e-cycle
- e-scooter
- other powered transporter
- other device

Question 29: Which devices, if any, would you like to use in the future?

- pedal cycle
- other cycle or adapted cycle
- electrically assisted pedal cycle
- other e-cycle or adapted e-cycle
- e-scooter
- other powered transporter
- other device

Enforcement and protecting disabled people's right to independence

Concerns have been raised that if we allow people to use pedal cycles, electrically assisted pedal cycles, or powered transporters on pavements and in public places to improve their mobility, there may be misuse of this rule. For example, there may be enforcement challenges in differentiating someone with or without an impairment.

This could lead to risks, such as disabled people using a device responsibly and lawfully being challenged and having to evidence their impairment or disability.

It could also risk creating an accepted norm of using e-scooters, cycles and e-cycles on the pavement by non-disabled people or for those who are not aware of any future exemptions for disabled people or someone with reduced mobility. This would have wider consequences for pedestrians – particularly those at greater risk, such as those with sight and hearing loss, reduced mobility, children and older people.

Enforcement and protecting disabled people's right to independence questions

Question 30: In your view, are there any other risks of allowing disabled people or people with reduced mobility to use these devices on pavements or in public places?

Question 31: Any further comments?

How to respond

If you would like to respond, you can complete the online survey here: <https://www.smartsurvey.co.uk/s/x-HTXUML/>

You can also see the ways to respond section of the consultation page on GOV.UK to find out how you can respond to this consultation.

If you would like further copies of this consultation document, it can be found at the Department for Transport's website, or

you can contact mobilitydevices@dft.gov.uk if you need alternative formats (Audio CD, etc.).

The consultation period began on 6 January and will run until 22 April 2026. Ensure that your response reaches us before the closing date.

Next steps

A summary of responses, including the next steps, will be published within 3 months of the consultation closing. Paper copies will be available on request.

If you have questions about this consultation, or prefer to send your response by post or email, contact:

Micromobility Team, Roads Transport Group
Department for Transport
33 Horseferry Road
London, SW1P 4DR

Alternatively, you can email: mobilitydevices@dft.gov.uk

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation, make it clear who the organisation represents and, where applicable, how the views of members were assembled.

Full list of consultation questions

These questions are listed here to give you an overview of what we are asking. The consultation response form may include more questions, for example, questions about who you are.

See the Ways to respond section of the GOV.UK home page for this consultation to read a full list of questions and find out how you can respond to them.

Personal health questions

A. Do you have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more?

For example, a long term condition, a fluctuating condition, or a condition without a clear prognosis.

1. Yes
2. No
3. Don't know
4. Prefer not to say

B. Do any of these conditions or illnesses affect you in any of the following areas?

1. Vision (for example, blindness or partial sight)
2. Hearing (for example, deafness or partial hearing)
3. Walking (for example, those who are unable to walk)
4. Dexterity (for example, lifting or carrying objects, using a keyboard)
5. Learning or understanding or concentrating
6. Memory
7. Mental health
8. Stamina or breathing or fatigue
9. Social or behavioural differences (for example, associated with autism, attention deficit disorder)
10. Speech
11. Other condition or impact (please specify)
12. I prefer to self-describe my experience (please specify)
13. None of the above

C. Do any of these physical or mental health conditions or illnesses affect your mobility?

1. Yes
2. No
3. Don't know
4. Prefer not to say

Consultation questions

Question 1: To what extent do you agree or disagree that these should be the objectives for reviewing the law for powered mobility devices?

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Question 2: If you selected 'disagree' or 'strongly disagree' for any of the 4 objectives, explain what you think our objectives should be for reviewing the law for powered mobility devices?

Question 3: To what extent do you agree or disagree that an 'invalid carriage' should instead be called a 'mobility device' in law?

- strongly agree
- agree
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- disagree
- strongly disagree
- don't know

Question 4: If you selected 'disagree' or 'strongly disagree', what would be your preferred alternative term?

Question 5: To what extent do you agree or disagree that the description of someone who is permitted to use a powered wheelchair or mobility scooter should be changed to 'A disabled person, or person with reduced mobility'?

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Question 6: If you selected 'disagree' or 'strongly disagree', what would be your preferred alternative description?

Question 7: Do you currently use a Class 1, 2 or 3 mobility device? Select all that apply.

I use a Class 1 mobility device

I use a Class 2 mobility device

I use a Class 3 mobility device

I do not use any of these mobility devices

Question 8: To what extent to you agree or disagree that the following should be entitled to use on road cycle lanes?

Class 1 mobility devices:

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- neither agree nor disagree
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- strongly disagree
- don't know

Class 2 mobility devices:

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- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Class 3 mobility devices:

- strongly agree
- agree
- neither agree nor disagree

- disagree
- strongly disagree
- don't know

Wheelchair power add-ons:

- strongly agree
- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Question 9: To what extent to you agree or disagree that the following should be entitled to use off road cycle tracks?

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- strongly agree
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- strongly disagree
- don't know

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- don't know

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- agree
- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Question 11: Should there be any restrictions on how the increased weight is specified?

- yes
- no
- don't know

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- strongly disagree
- don't know

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- don't know

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- they should not be used on the road
- they should have a lower maximum weight
- they should have a higher maximum speed on the road
- there should not be any other restrictions
- other

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- neither agree nor disagree
- disagree
- strongly disagree
- don't know

Question 27: What different restrictions to a Class 3 powered mobility device, if any, should wheelchair handcycles or e-handcycles have?

- they should not be used on the pavement
- they should not be used on the road
- they should have a lower maximum weight
- they should have a higher maximum speed on the road
- there should not be any other restrictions
- other

Question 28: Which of the following devices do you use, if any, to improve your mobility?

- pedal cycle
- other cycle or adapted cycle
- electrically assisted pedal cycle
- other e-cycle or adapted e-cycle
- e-scooter
- other powered transporter
- other device

Question 29: Which devices, if any, would you like to use in the future?

- pedal cycle
- other cycle or adapted cycle
- electrically assisted pedal cycle
- other e-cycle or adapted e-cycle
- e-scooter
- other powered transporter
- other device

Question 30: In your view, are there any other risks of allowing disabled people or people with reduced mobility to use these devices on pavements or in public places?

Question 31: Any further comments?

Championing disabled people's travel needs

Disabled people are a part of the travelling public and continue to face unacceptable barriers across our transport system which can prevent them from travelling in their daily lives and restrict their participation in society.

The Transport Committee published its report, Access Denied, on 20 March 2025 following its investigation of disabled people's access to transport, and highlighted that there is still a very substantial gap between the rights and obligations that exist, and the daily experience of people who rely on pavements, buses, taxis, trains and planes to get to work, access services or for leisure.

We responded to the Transport Committee's report, setting out several commitments the department is progressing to enable disabled people to travel independently and with confidence across our transport system.

For example, in December 2024, the Bus Services (No 2) Bill was introduced to Parliament. The Bill includes a comprehensive package of measures to improve local bus network accessibility and safety infrastructure and addresses the important concerns raised by parliamentarians about floating bus stops.

The Aviation Accessibility Task and Finish Group (AATFG), Chaired by Baroness Tanni Grey-Thompson, brought together industry and consumer representatives to identify the barriers disabled passengers face when flying. The group co-developed practical and achievable steps for change, published in July 2025.

This government's bold vision for the railways will see a unified and simplified rail system with the creation of Great British Railways. The decisions we are taking now, will ensure that those with additional mobility needs will be able to make greater use of our network through an improved accessibility offer.

Since launching in 2006, the Access for All programme has delivered step-free accessible routes at over 270 stations. Today, around 75% of rail journeys are now made through step-free stations, up from approximately 50% in 2005.

Additionally, train and station operators are required to assist free of charge to enable disabled passengers to travel to and from every station in Great Britain that they have identified as accessible to them, including both staffed and unstaffed stations. That is why we have invested over £10 million to provide improvements to the Passenger Assist scheme by March 2027. These improvements will include the ability to book a ticket, request assistance and reserve a seat in a single transaction, as well as giving customers the ability to

communicate directly with staff and receive improved notifications during times of disruption.

We are also developing an Integrated National Transport Strategy that sets the vision for domestic transport across England, creating a transport network that works well for people across the country so they can get on in life.

In addition to improving transport accessibility, work is taking place across government to develop and publish a UK Government Plan for Disability. The Plan for Disability will set out a clear vision of what this government is aiming to achieve for disabled people in the longer term. It will also showcase work already underway across government to champion the rights of disabled people. The plan will support departments to consider how and where they can better work together to boost opportunity and ensure the views and voices of disabled people are at the heart of everything we do.

This consultation is a step towards tackling barriers faced by people who use, or wish to use, a powered mobility device.

Glossary

Glossary Term	Definition
Adapted cycle	Cycles that are designed to be used by individuals with disabilities or those who require assistance. These cycles may include features such as power attachments, all-terrain attachments, or other modifications to accommodate different mobility needs
Bicycle	A vehicle consisting of two wheels held in a frame one behind the other, propelled by pedals and steered with handlebars attached to the front wheel
Bridleways	Highways over which pedestrians, horse riders and cyclists (who must give way to people on foot or on horseback) have public rights of way
Bus lanes	Bus lanes are part of the road that is indicated on the carriageway by a thick white line. They are reserved for certain vehicles, shown on the sign
Class 1	A mobility device, typically a wheelchair, that is propelled by the user or is pushed by an attendant

Class 2	A motor-powered mobility device, typically a powered wheelchair or mobility scooter designed for use on pavements and other pedestrian areas
Class 3	A motor-powered mobility device, typically a powered wheelchair or mobility scooter, that is designed for use on pavements, other pedestrian areas and the road
Cycle lane	Areas of the carriageway reserved for the use of pedal cycles
Cycle track	Routes for cyclists or pedestrians that are physically protected or located away from motor traffic, other than where they cross side roads
Cycle	A pedal cycle, which includes unicycles, bicycles, tricycles or cycles having four or more wheels, not being in any case mechanically propelled unless they're an EAPC
Disability	A person is disabled under the Equality Act 2010 if they have a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on their ability to do normal daily activities

DPTAC	An independent expert committee established by the Transport Act 1985, providing advice to the government on the transport needs of disabled people
Dual carriageway	A road that has a central reservation separating the 2 individual carriageways.
Electrically assisted pedal cycles	The legal term for an e-bike or e-cycle that can be treated the same as a conventional pedal cycle, provided the user is age 14 or over
Equality Act 2010	The purpose of the Equality Act is to protect people from discrimination based on specific personal characteristics, including disability
Handcycle attachment	A separate unit which is clipped onto the front of an existing wheelchair
e-handcycle attachment	A separate unit designed to convert manual wheelchairs into electric-powered handcycles
Impairment	A physical or mental health issue that affects an individual's ability to perform daily activities

Invalid carriage	Legally termed as a vehicle, whether mechanically propelled or not, constructed or adapted for the carriage of one person, being a person suffering from some physical defect or disability
Legislation	Laws enacted by Parliament
Mobility	The ability to move or be moved freely and easily
Mobility device	Devices that assist individuals with their mobility
Mobility scooter	A mobility scooter is often used to replace walking, particularly longer distances. They are designed for outdoor use
Motorways	Major roads intended to provide large-scale transport links within or between areas
Non-visible impairment	Impairments that are not immediately obvious, including, most health conditions. Examples include mental health conditions, hearing loss, allergies and diabetes
Not in class	Mobility devices which do not comply with The Use of Invalid Carriages on Highways Regulations 1988

Pedal cycle	Includes unicycles, bicycles, tricycles or cycles having four or more wheels, not being in any case mechanically propelled unless they're an electrically assisted pedal cycle
Pedestrian areas	A street or area designated for pedestrian use only
Powered mobility device	Electric or motor-powered devices that assist individuals with their mobility
Powered transporter (or Micromobility vehicles)	A range of small, lightweight vehicles, driven by users personally
Powered wheelchair	A powered wheelchair is often clinically prescribed to someone who is disabled and requires postural support or to replace walking short distances. They are designed for indoor and outdoor use
Public highway	Any road or path to which the public has access, including bridges and tunnels that pass over it
Public service vehicles	A vehicle such as a bus used by members of the public to travel to and from places on particular routes

Public place	Includes any highway and any other premises or place to which the public has or are permitted to have access
Regulation	Formal rules that specify and enforce particular aspects of a law, providing detailed guidance on how to comply with the broader legal framework
Rental electric scooter (e-scooters)	A scooter which is powered rather than pushed manually. Usually has a platform for the user to stand on, handlebars and 2 wheels. Where a rental trial scheme is running, rental e-scooters can be used on public roads, some cycle lanes, and other public spaces
Transport Committee	The Transport Committee is nominated by the House of Commons to scrutinise the Department for Transport. Its formal remit is to hold ministers and departments to account and to investigate matters of public concern where there is a need for accountability to the public through Parliament
Transport system	The infrastructure that facilitates the movement of people and goods across the country

Unladen weight	The unladen weight is the weight of a device or vehicle when it's not carrying any passengers, goods or other items
Wheelchair	A mobility device which is propelled by the user or is pushed by an attendant
Wheelchair power add-on	A separate unit designed to convert manual wheelchairs into powered wheelchairs

Further information

Freedom of Information

Information provided in response to this consultation may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

If you want information that you provide to be treated as confidential, please be aware that under the FOIA there is a statutory code of practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not be regarded as binding on the department.

The department will process your personal data in accordance with the Data Protection Act 2018 (DPA) and UK GDPR and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

Data protection

The Department for Transport (DfT) is running this consultation on changing the rules for using powered mobility devices, including powered wheelchairs and mobility scooters, on public roads and pavements.

View our DfT online form and survey privacy notice for more information on how your personal data is processed in relation to this survey. This can be found at: <https://www.gov.uk/government/publications/dft-online-form-and-survey-privacy-notice/dft-online-form-and-survey-privacy-notice>

In addition we are asking for information relating to your health and where appropriate the class or classes of mobility vehicles used by yourself in order to understand your relationship to the topic.

Your sensitive personal data is processed under article 9.2.g, substantial public interest, with reference to the Data Protection Act schedule 1 part 2 section 8 for the purpose of equality of opportunity or treatment. More information can be found at <https://www.legislation.gov.uk/ukpga/2018/12/schedule/1/part/2/crossheading/equality-of-opportunity-or-treatment>

Do not include personal information in your responses unless specifically requested.

