

# E-Scooter

## Official Handbook for Mandatory Theory Test

Land Transport  Authority



**SINGAPORE  
POLICE FORCE**  
SAFEGUARDING EVERY DAY

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## **Introduction**

This handbook aims to provide the necessary information for users of electric scooters (e-scooters) to ride these devices on paths in a safe and responsible manner. Knowing and applying the safety guidelines will help to reduce accidents and cultivate a gracious active mobility culture. In addition, users who do not comply with the rules may face prosecutorial action.

The handbook will cover the following modules:

### **Module 1**

General Information on Active Mobility Devices in Singapore

### **Module 2**

Pre-Journey and Equipment Check for E-Scooter Riders

### **Module 3**

Rules and Code of Conduct for Using an E-Scooter

## **MODULE 1**

# **General Information on Active Mobility Devices in Singapore**



## Learning Outcomes

1. Identify **four** active mobility devices.
2. List the types of paths where each device can be ridden.
3. List **at least five** guidelines for riding on public paths.

## Topics

1.1

Introduction

1.2

Personal Mobility Devices (PMDs)

1.3

Bicycles

1.4

Personal Mobility Aids (PMAs)

1.5

Types of Paths

1.6

Pre-Ride Preparation

1.7

Guidelines for Riding on Public Paths

## 1.1 Introduction

This module introduces the different types of active mobility devices and provides an overview of the rules pertaining to usage and ownership of active mobility devices, active mobility code of conduct and safe riding tips.

### 1.1.1 Types of Active Mobility Devices

Active mobility devices can be broadly categorised into the following types:

a) Personal Mobility Devices (PMDs)

- Motorised PMDs: Electric scooters (e-scooters), hoverboards etc.
- Non-motorised PMDs: Kick-scooters, skateboards etc.



b) Bicycles

- Pedal bicycles
- Power-assisted bicycles (PAB)



c) Personal Mobility Aids (PMAs)



## 1.2 Personal Mobility Devices (PMDs)

This group of devices covers a variety of wheeled vehicles built to transport people. They may be propelled by an electric motor, human power or both. This does not include PMAs, bicycles, inline skates or roller-skates.

All PMDs can be ridden on cycling paths but only non-motorised PMDs can be ridden on footpaths. All PMDs cannot be ridden on roads.

### 1.2.1 Types of Personal Mobility Devices (PMDs)

Examples of motorised PMDs include hoverboards, unicycles and motorised skateboards.



Hoverboard



Unicycle



Motorised  
Skateboard



Others

Examples of non-motorised PMDs include skateboards and kick-scooters.



Skateboard



Kick Scooter

## 1.2.2 E-Scooters

**E-scooters** are motorised PMDs with handlebars. Owners should take note of the following information:

- a) E-scooters must be registered with LTA.
- b) E-scooters must be inspected for device compliance by LTA-  
authorised E-Scooter Inspection  
Centres.
- c) E-scooters must be affixed with a registration mark and  
identification mark. The registration mark is a sticker  
issued by the inspection centre bearing LTA's logo and  
the registration number.
- d) You need an E-Scooter Theory Test Certificate to ride an  
e-scooter\*.
- e) E-scooters can only be ridden on cycling paths.
- f) All motorised PMDs, including e-scooters, must be  
certified to the UL2272 fire safety standard. You should  
adopt proper and safe handling habits, to minimise the  
risk of fire incidents.
- g) The minimum age to ride an e-scooter is 16 years old.  
Under-aged riders can ride under supervision by an adult  
(at least 21 years old) who has obtained an E-Scooter  
Theory Test Certificate\*.



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\*Only applicable when theory test requirement is implemented.

## 1.3 Bicycles

A **bicycle**, also called a bike or cycle, is a human-powered or motor-powered, pedal-driven vehicle, having two wheels attached to a frame, one behind the other.

### 1.3.1 Non-Motorised Bicycles

Types of non-motorised bicycles:

- a) Road Bicycles
- b) Mountain Bicycles
- c) Track Bicycles / Fixed Gear Bicycles
- d) Hybrid Bicycles
- e) Foldable Bicycles



## 1.3.2 Power-Assisted Bicycles (PABs)

A **Power-Assisted Bicycle** (PAB), also commonly known as an **e-bike**, looks like a conventional **bicycle**, except that it is equipped with an electric motor to assist with pedalling.



### Important Information on PABs

- a) PABs need to be type-approved, sealed and registered at an LTA-authorised Inspection Centre before use.
- b) PABs should have a clearly visible number plate affixed on the rear of the device.
- c) You need a PAB Theory Test Certificate to ride a PAB\*.
- d) PABs can be ridden on cycling paths and on roads.
- e) The minimum age for riding a PAB is 16 years old; the same age limit is applied for pillion passengers on PABs.




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\*Only applicable when theory test requirement is implemented.

## 1.4 Personal Mobility Aids (PMAs)

**Personal Mobility Aids (PMAs)** include wheelchairs, motorised wheelchairs or mobility scooters which are designed to carry an individual who is unable to walk or has walking difficulties. PMAs can be ridden on cycling paths and footpaths.



		TYPES OF ACTIVE MOBILITY DEVICES					
RULES		PMD - e-scooter	PMD - motorised (e-unicycle, hoverboard, motorised skateboard)	PMD - non-motorised (unicycle, skateboard, kick-scooter)	Bicycle	PAB	PMA
Register with LTA?		Yes	No	No	No	Yes	No
Where to ride?	Cycling Path	Yes	Yes	Yes	Yes	Yes	Yes
	Footpath	No	No	Yes	Yes	No	Yes
	Road	No	No	No	Yes	Yes	No
Device Criteria		Max unladen wt. - 20kg			Max unladen wt. - 20kg (on paths)		
		Max width 70 cm			Max width 70 cm (on paths)		
		Certified to UL2272 fire safety standard				EN15194 compliant	
		Max speed 25km/h				Motor assist must cut off at 25km/h	Max device speed of 10km/h for motorised PMAs
Minimum Age		16 yrs old. <16 yrs, must be supervised by an adult who passed the E-scooter Theory Test*	16 yrs old	No	No	Rider: 16 yrs old Pillion: 16 yrs old	No
Theory Test required?		Yes*	No	No	No	Yes*	No

\*Only applicable when theory test requirement is implemented.

The chart below summarises the **types of paths and roads**, and the **types of devices allowed on them**.

Path/ Road	Device type	Footpath Typically paths beside roads and within HDB estates	Cycling Path Paths marked with 'Cyclist' or 'PCN' logos	Road Except for expressways and road tunnels
				
Bicycle				
Power-assisted Bicycle (PAB) or e-bike				
Motorised Personal Mobility Device (PMD) e.g. e-scooter, e-unicycle, hoverboard*				
Non-motorised PMD e.g. manual kick scooter				
Personal Mobility Aid (PMA) e.g. mobility scooter or electric wheelchair				

## 1.5 Types of Paths

- a) **Cycling Paths** have markings on the ground. These paths have a speed limit of 25km/h and can be used by all active mobility devices.
- b) **Footpaths** do not have any 'Cyclist' or 'PCN' path markings. The speed limit for footpaths is 10km/h. Non-motorised devices and PMAs can be used on footpaths.



## 1.6 Pre-Ride Preparation

- a) Wear bright-coloured clothing to increase your visibility to other vehicles and pedestrians.
- b) Check that your lights, brakes and tyres are in good working condition before setting off.
- c) Check that you are comfortable and in full control of your device. Adjust your seat or handlebars before setting off.
- d) Check that all loads and accessories are properly secured and do not affect your ability to control the device.
- e) Plan your ride ahead of time and pick the safest route. On paths, choose a route with cycling paths as much as possible. For bicycles and PABs on roads, avoid heavy traffic for your own safety.



## 1.7 Guidelines for Riding on Public Paths

Be gracious to other users to keep everyone safe. When riding on paths, always give way to more vulnerable users such as pedestrians. Riders are encouraged to adopt the following guidelines when riding on public paths:

- a) Always give way to pedestrians.
- b) Watch your speed and go slow around others.
- c) Slow down when approaching bus stops and/or intersections of public paths.
- d) Dismount and walk your device in crowded areas.
- e) Gently alert others before overtaking.
- f) Keep left on paths unless overtaking.
- g) Keep a safe distance from other path users, especially when overtaking, to avoid a collision.
- h) Avoid shining your lights onto the face of other path users.
- i) Keep both hands on the handlebars. Signal your intention to change course or make a turn ahead of time.
- j) Ride on cycling paths and bicycle crossings when available.
- k) Park your device at designated parking places such as bicycle racks and yellow boxes.

**MODULE 2**

**Pre-Journey and Equipment Check  
for E-Scooter Riders**



## Learning Outcomes

1. List the **e-scooter device criteria**.
2. Explain the safety reasons for the device criteria.
3. Explain the importance of UL2272 certification.
4. List **at least 4 guidelines** in preventing device fires.
5. Describe **at least 3 pre-ride checks** on an e-scooter.
6. Be able to plan your journey on an e-scooter.

## Topics

2.1

Device Criteria for E-Scooters

2.2

UL2272 Certification and Fire Safety

2.3

Maintenance of an E-Scooter

2.4

Pre-Ride Equipment Check on E-Scooters

2.5

Safety Gear and Attire

2.6

Parking, Security and Storage of Device

2.7

Planning Your Journey

2.8

Third-Party Liability Insurance

## 2.1 Device Criteria for E-Scooters

### E-Scooter Device Criteria and Illegal Modification

All PMDs, including e-scooters, must comply with the following device criteria while travelling on public paths. Do not modify your device.

- a) Maximum unladen weight of 20kg to reduce the risk of serious injuries in the event of collision. Unladen weight refers to the device's weight before any additional loads, but includes attached accessories (e.g. a water bottle holder counts towards the unladen weight, but a water bottle does not).
- b) Maximum width of 70cm to allow devices to cross each other safely on public paths.
- c) Maximum speed of 25km/h (for motorised devices) to ensure that users do not exceed the speed limit for cycling paths.
- d) UL2272 certified (for motorised devices) for fire safety.
  - Do not modify or tamper with the device's original electrical components as it will void the UL2272 certification and poses a fire risk.
  - Do not connect external battery packs to your e-scooter unless your device was certified to be used with an additional battery.

Registered e-scooters must be inspected every 2 years to ensure compliance with device criteria. Failure to do so will result in a fine and your e-scooter being deregistered.



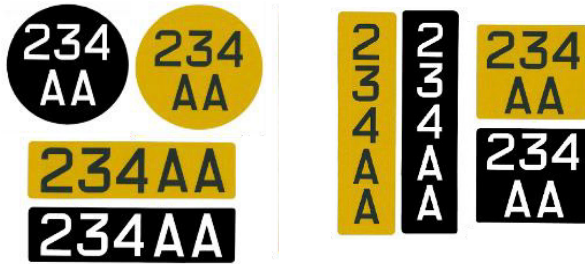
### E-Scooter Registration

Your e-scooter must be registered before it can be used on public paths. It is an offence to ride an un-registered e-scooter on public paths.

- a) All new e-scooters must pass the registration inspection before they can be registered with LTA.
- b) Upon registration, the device will be issued a unique **registration number** and a LTA-issued **registration mark**.
- c) The registration mark must be clearly displayed on your e-scooter. It is an offence to tamper with the registration mark or ride without the registration mark.



- d) The registration number must be displayed on an identification mark, which can be a plate or sticker. The identification mark should always be clearly visible. It is an offence to ride without an identification mark or use a false identification mark.



- e) This registration requirement does not apply to other PMDs.

## 2.2 UL2272 Certification and Fire Safety

- a) All motorised PMDs used on public paths must be certified to the UL2272 standard. The UL2272 fire safety standard reduces the risk of fire and electrical hazards. Modifying a UL2272-certified PMD may render its certification invalid and poses a fire risk.
- b) Riders should adopt the following safe handling tips to minimise the risk of fire incidents:
- Charge on hard, open and flat surfaces away from combustible materials.
  - Charge in a cool room and away from heat.

- Do not cover the device with any fabric during charging as it slows heat dissipation.
- Avoid overcharging. Do not leave batteries or devices to charge overnight. Overcharging the battery could result in overheating and cause a fire.
- Allow for heat dissipation. Avoid charging the device when it is hot (e.g. immediately after use) as it may lead to unforeseen damage that compromises the safety of the device.
- Avoid charging the battery when wet. Allow the device to dry before charging it to prevent short circuits.
- Check batteries for any damage or deformities (e.g. corroded or powdery batteries) regularly.
- Keep and store devices properly. Batteries should be stored at room temperature.
- Do not modify or tamper with the device's original electrical components. This will also void the UL2272 certification.
- Only use power adaptors that are recommended by the e-scooter manufacturer and have a SAFETY MARK.



## 2.3 Maintenance of an E-Scooter

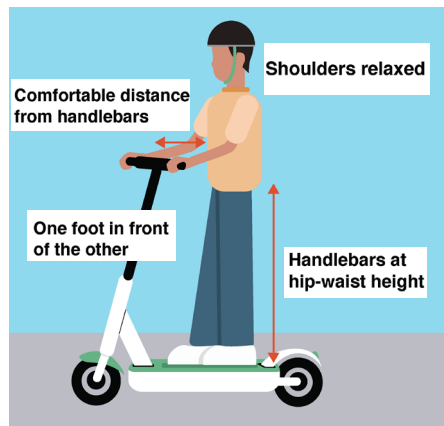
- a) E-scooters should be maintained once a month to keep the device in good riding condition. Refer to the device manual for instructions.
- b) Bring for servicing at least once every 3 to 6 months.
- c) Do not replace any e-scooter parts with third-party parts as it poses a fire risk and will void the UL2272 certification. Replacement of parts should be done by an authorised retailer who can replace the worn-out parts with the original manufacturer's parts.

## 2.4 Pre-Ride Equipment Check on E-Scooters

Before riding an e-scooter, you should check that it is in good working condition.

### Good Working Condition

- a) Adjust the height of the handlebars such that it is comfortable. For e-scooters without seats, as a rule of thumb, the handlebars should be around your hip or waist height when you stand on the footboard.



- b) Squeeze the brake levers to check that they are working properly and that they provide resistive force on the wheels.
- c) Check that wheels are properly inflated. They should be hard to squeeze. There should be no visible cracks or tears on the tyre rubber, and tyre grooves should be clearly visible.
- d) Check the battery level to ensure that there is enough range for your journey.
- e) For foldable devices, check that all latches are locked properly.

### Managing Loads

- a) Loads and accessories (e.g. saddle bags, phone mount etc.) must be properly secured.
- b) Loads should not block your view or affect your steering. Heavy loads can make it hard to control your device. They also should not block your lights or identification mark.
- c) Only carry passengers if your device has proper seats for passengers. Passengers should not block your view.
- d) Check your device's maximum loading in the device specifications or user manual. Do not overload your device.

## Checking on Lights

- a) PMDs, including e-scooters, should be equipped with a front white light and rear red light.



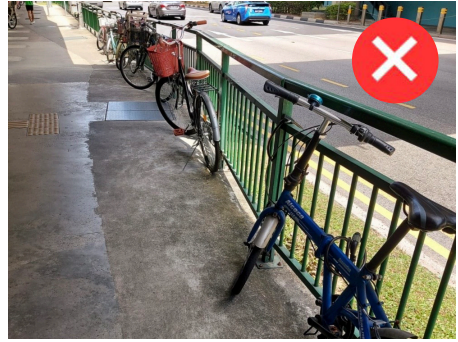
- b) Lights must be turned on when riding between 7 p.m. to 7 a.m. for visibility. Check that the lights are working before starting a ride. It is an offence to ride without lights at night.
- c) Your lights should not be too bright or projected into the face of others as they may cause momentary blindness.
- d) Do not retrofit your device with lights that tap on the battery of the device. This is considered illegal modification.
- e) Alternatively, PMD riders can clip the lights to the front and back of their helmet/clothing.

## 2.5 Safety Gear and Attire

- a) Wearing of helmets is compulsory on roads (only for bicycles and PABs). You are encouraged to wear a helmet while riding on paths for safety. A helmet reduces the chance of severe head injuries in the event of an accident.
- Ensure that your helmet fits well and secure it properly.
  - Do not use a cracked or damaged helmet. You should replace a helmet that has been in an accident as it may be damaged.
  - You should use a helmet approved by recognised testing standards.
- b) Wear bright coloured, fluorescent or reflective clothing to increase visibility.
- c) You should carry an In Case of Emergency (ICE) card or an ID tag containing information such as name, NRIC, blood group, emergency contact and drug allergies (if any) which may be needed in an emergency.
- d) Do not wear loose clothing, such as ponchos, that may get caught in the wheels.

## 2.6 Parking, Security and Storage of Device

- a) Park your device responsibly and do not cause obstruction or inconvenience to others. Do not park on walkways, at bus stops or by trees and lamp-posts.



- b) You should park at designated parking spaces such as yellow boxes or bicycle racks in a neat and orderly fashion. You can use the MyTransport.SG mobile app to search for public bicycle parking spaces near you.



- c) If your parked device causes obstruction or inconvenience, you may be fined and your device may be impounded.
- d) Secure your device to prevent theft.

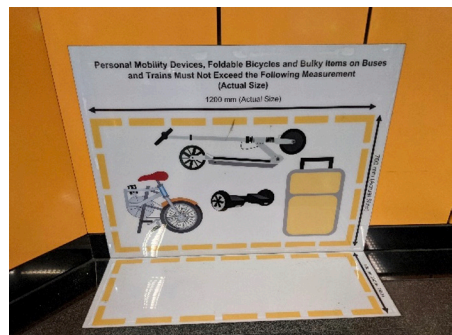
## 2.7 Planning Your Journey

### Moving on Cycling Paths

- a) E-scooters are only allowed on cycling paths.
- b) You should plan your route first and choose a route that mainly uses cycling paths. A map of the cycling path network is available on the LTA website and on the MyTransport.SG mobile app.
- c) If part of the route is on footpaths, motorised PMD (including e-scooter) riders must dismount and push their devices when traversing across such sections.

### Bringing E-Scooters on Public Transport

- a) PMDs, including e-scooters, and bicycles are allowed on public buses and trains if they do not exceed the size limit (120cm by 70cm by 40cm). Use the size checkers at MRT stations and bus interchanges.



- b) Foldable devices must be kept folded as protruding parts may injure others or damage property.
- c) Motorised devices must be switched off on board buses and trains.
- d) Devices are not allowed on the staircase or upper deck of buses.
- e) Do not ride in MRT/LRT stations, bus interchanges/ terminals, or on trains and buses. Dismount and push, wheel or carry your devices at these areas.
- f) Do not block aisles and doors. You should move towards less crowded train cars.

## 2.8 Third-Party Liability Insurance

- a) Third-party liability insurance covers claims against you in the event of an accident (e.g. costs resulting from injuries to others or property damage). Some products also cover your personal accident expenses.
- b) If you ride any active mobility devices in the course of your work, you must be covered by third-party liability insurance. Please refer to [go.gov.sg/am-insurance](https://go.gov.sg/am-insurance) for more information about approved products.
- c) Even if you are riding for leisure, you are encouraged to buy third-party liability insurance.

**MODULE 3**

**Rules and Code of Conduct for  
Using an E-Scooter**



## Learning Outcomes

1. Describe briefly how to handle an e-scooter.
2. Recognise different path types, signs and infrastructure and explain the appropriate actions to take when encountering them.
3. List **at least 3 rules** for riding an e-scooter on paths.
4. Describe the steps to take in **3 different off-road scenarios**.
5. Explain **at least 3 good practices** when riding an e-scooter on paths.
6. Recognise different hazards when riding and explain how to react to them.
7. Describe the actions to take in an accident.

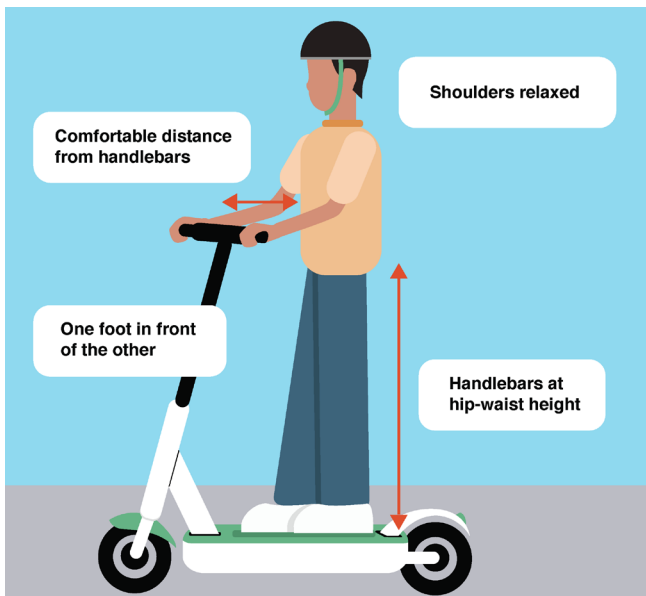
## Topics

- 3.1** E-Scooter Handling Skills
- 3.2** Types of Paths, Signs and Path Infrastructure
- 3.3** Rules and Regulations for PMDs / E-Scooters
- 3.4** Navigating Riding Scenarios
- 3.5** Good Practices and Code of Conduct – Riding an E-Scooter on Paths
- 3.6** Identification of Potential Hazards
- 3.7** What to Do in An Accident

## 3.1 E-Scooter Handling Skills

### 3.1.1 Standing on an E-Scooter Without Seats

- a) Place both feet on the footboard, one in front of the other.
- b) Stand at a comfortable and safe distance from the handlebar stem to ensure more control and stability, especially when going over bumps or when braking hard.
- c) Do not hold the handlebars too tightly for easier steering.
- d) Keep both hands on the handlebars while riding.
- e) Do not lock your knees when going over bumps.



### 3.1.2 Starting and Stopping

- a) Maintain control of handlebars.
- b) When stopping, brake gently and come to a gradual stop. Braking suddenly could tip you over the front.
- c) Step off the scooter immediately if you are tipping over the front.

### 3.1.3 Turning Left or Right

- a) Look out for oncoming path users behind you before turning.
- b) Inform nearby path users of the direction you are turning to by using the bell or calling out.
- c) Do not take sharp corners at a high speed.

### 3.1.4 Moving in a Straight Line

- a) Look forward and ahead rather than downwards.
- b) Keep your shoulders relaxed when steering.
- c) Do not jerk the handlebars.

### 3.1.5 Riding at Low Speeds

- a) Keep your shoulders relaxed when steering.
- b) Do not jerk the handlebars.
- c) Dismount and push the device if you feel unstable.

### 3.1.6 Riding Uphill and Downhill

- a) If you are not confident of controlling your device when going uphill or downhill, dismount and push.
- b) Brake gently while going downhill to control your speed.
- c) Do not brake suddenly or jerk the handlebars as you may lose control.

## 3.2 Types of Paths, Signs and Path Infrastructure

### 3.2.1 Recognising Footpaths and Cycling Paths

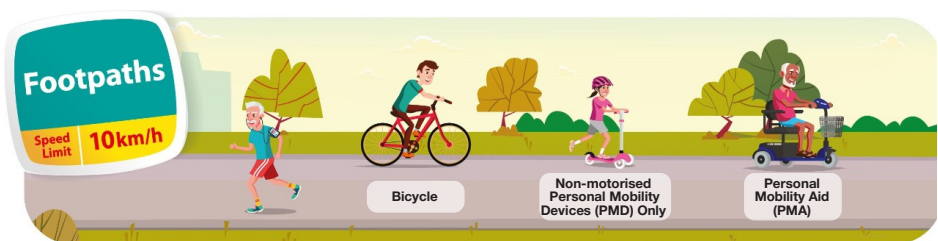
- a) There are 2 types of public paths: footpaths and cycling paths.
- b) Motorised PMDs (including e-scooters) can **only** be ridden on cycling paths. Dismount and push your device when on footpaths.
- c) Obey all path markings, signs and traffic signals.

#### Footpaths

- a) **Footpaths** are generally grey and do not have markings or treatments.



- b) Open spaces connected to paths, e.g. courtyards, community/ town plazas and squares are also footpaths.
- c) Only PMAs, bicycles and non-motorised PMDs are allowed on footpaths.
- d) The speed limit on footpaths is 10km/h.



### Cycling Path

- a) **Cycling paths** can be identified by the cyclist, bicycle, pedestrian and bicycle or “PCN” logos painted at the start of the cycling path. All active mobility devices are allowed on these paths.
- b) **Cycling paths** along the road are generally grey or red. Some **cycling paths** in public housing estates may come in a variety of colours (e.g. blue, green and orange).



## 3.2.2 Special Zones

### Pedestrian Priority Zones

- a) **Pedestrian Priority Zone** is applied on **cycling paths** where conflicts between riders and pedestrians often occur (e.g. pedestrian crossings, behind bus stops). They are marked by a break in the coloured cycling paths and red dashed lines.
- b) Watch out for other path users and slow down to walking speed or dismount and push if there are many pedestrians.



### School Zones

- a) **School Zone** is applied on **footpaths** outside some schools to create a safer environment for children. They are marked by a “School Zone” logo, “Slow” markings and rumbling strips on the ground to remind path users to slow down.



- b) Motorised PMDs (including e-scooters) and PABs are not allowed in these zones as they are footpaths.



## Pedestrian-Only Zones

- a) Pedestrian-only zones are marked by “No Riding” signs and red triangle markings on the ground. For example, parts of Bedok town centre are designated as pedestrian-only zones.
- b) Only PMAs can be ridden in these zones. Riding other devices in these zones is an offence.



## 3.2.3 Path Signs and Markings

### Types of Path Signs

Prohibitory Signs	
   <p><b>No Riding</b></p> <ul style="list-style-type: none"> <li>Riding is not allowed in this area. All device users (except PMA users) are required to dismount and push.</li> <li>These signs can be found at pedestrian overhead bridges and pedestrian-only zones.</li> <li>It is an offence to ride in areas or paths with “No Riding” signs.</li> </ul>	  <p><b>Pedestrian or Cyclist Crossing Prohibition</b></p> <p>Pedestrians and riders are not allowed to cross at this location. Use the crossing ahead instead.</p>

## Warning Signs



### Go Slow and Give Way to Pedestrians

Slow down and give way to pedestrians.



### Watch Out for Vehicles

Slow down and look out for approaching vehicles.



### Slow

Slow down and ride cautiously beyond the sign.



### Caution – Low Headroom

Be cautious of the low headroom ahead.



### Slope Ahead – Slow Down

Slow down and take caution on the slope ahead.

### Advisory Signs



#### Stay on Track

- Segregated pedestrian and cycling paths provided. Stay on your respective paths and keep left.
- Typically denotes the start of a cycling path.



#### Shared Track

- The path is shared by both riders and pedestrians.
- Keep left and give way to pedestrians when riding.
- Typically denotes the start of a cycling path.

### Information Signs/ Markings/ Signals



PCN logo



Pedestrian and cyclist logo



Cyclist logo



Bicycle logo

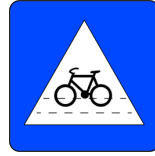
Information Signs/ Markings/ Signals



**Pedestrian-Only Markings**

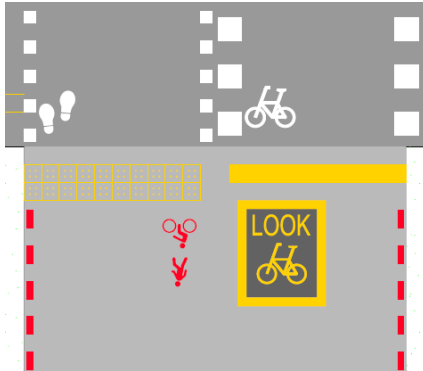
Riding is not allowed in areas marked by these red triangles. The red triangles point towards the pedestrian-only area.

All device users (except PMA users) must dismount and push.



**Bicycle Crossing**

Riders are to use the bicycle crossing provided.



**Bicycle Crossing with 'Stop' or 'Look' box**

Riders should use the bicycle crossing provided. Wait behind the solid yellow line for the lights to turn green.

### 3.2.4 Types of Road Crossings

Use proper crossings as much as possible. All riders must slow down, stop and look out for approaching vehicles before crossing the road at walking speed. It is an offence not to stop before crossing the road.

#### Signalised Crossings

##### Bicycle Crossings



- Riders should keep left and stay within the dedicated cycling lane.
- Do not attempt to cross when the “Red Bicycle” lights up or when the “Green Bicycle” light is flashing.

##### Pedestrian Crossings



- These crossings do not have dedicated cycling lanes.
- Riders should keep to the left and ride in an orderly manner.
- Always look out for and give way to pedestrians.

## Non-Signalised Crossings

### Marked Crossings



These crossings are also known as zebra crossings. They are indicated by thick solid white lines on the road and flashing yellow beacons.

### Informal Crossings



These crossings do not have any indications or markings. They can be found at junctions where the path intersects with a road such as carpark accesses and minor road junctions.

## Underpasses



- Underpasses with 'Give Way to Pedestrian' signs are considered footpaths.
- Users of motorised PMDs (including e-scooters) and PABs must dismount and push.



- Riding is prohibited in underpasses with the 'No Riding' sign.
- All device users, except PMA users, must dismount and push.

## Overhead Bridges



### Pedestrian Overhead Bridges

- Riding is not allowed on all pedestrian overhead bridges and their connecting ramps unless they are marked with the bicycle logo.
- Do not ride across overhead bridges.



### Pedestrian Overhead Bridges with Wheeling Ramps

- Wheeling ramps make it easier to bring devices across overhead bridges. Use the wheeling ramp to push your device up the stairs.
- Do not ride across overhead bridges.



### **Pedestrian Overhead Bridges Without Wheeling Ramps**

- You should carry your device up the stairs. If you are unable to do so, use the next available road crossing.
- Do not ride across overhead bridges.



### **Bicycle Bridges**

- These have dedicated pedestrian and bicycle lane markings.
- Ride within the demarcated bicycle lanes in an orderly manner.

## 3.3 Rule and Regulations for PMDs/E-Scooters

These rules and regulations are legal requirements. Non-compliance is an offence and may result in penalties such as fines and/or jail terms. Refer to Appendix A for a list of penalties.

### 3.3.1 Can You Ride a PMD/E-Scooter?

- a) The minimum age to ride a motorised PMD is 16 years old.
- b) E-scooter riders must obtain the E-Scooter Theory Test Certificate before riding\*.
- c) E-scooter riders under the age of 16 can ride if supervised by an adult (at least 21 years old) with a valid E-Scooter Theory Test Certificate\*. Under-aged riding of other motorised PMDs is not allowed even under supervision.

### 3.3.2 Where Can You Ride an E-Scooter?

- a) E-scooters can only be ridden on cycling paths.
- b) Do not ride an e-scooter on footpaths, roads or areas with “No Riding” signs.
- c) When to dismount and push:
  - Footpaths
  - Overhead bridges and ramps that are not bicycle bridges and underpasses

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\*Only applicable when theory test requirement is implemented.

- Any locations with “No Riding” signs and pedestrian-only zones
- When passing through high pedestrian traffic areas (e.g. town centres, neighbourhood centres, bus stops)
- When passing through void decks and common corridors and spaces in HDB estates
- At bus interchanges/terminals and train stations

### **3.3.3 Other Regulations on Riding**

#### **a) Speed limit**

Keep within the speed limit of 25km/h on cycling paths.

#### **b) Reckless riding**

Ride in an orderly manner. Do not ride recklessly or endanger others or yourself.

#### **c) Mobile communication devices**

- Do not use mobile communication devices while riding.
- This refers to any device that can be used for communication purposes, including tablets and any hand-held devices or wearable device (e.g. smart watches).
- Mobile communication devices can be mounted or used in a hands-free manner while riding, but it is safer to stop if you need to use it.

**d) Stop at crossings**

All riders must slow down and stop at all crossings (signalised and non-signalised) to look out for traffic before crossing.

**e) Lights when riding at night**

- PMDs, including e-scooters, should have front white light(s) and rear red light(s). Lights must be turned on when riding between 7 p.m. to 7 a.m. for visibility.
- You may also clip lights on to your helmet or clothes.

**f) Supervision of under-aged (<16 years old) riders**

- If you have obtained your E-Scooter Theory Test Certificate\*, and are at least 21 years old, you may supervise under-aged e-scooter riders.
- Brief the under-aged rider on the relevant active mobility rules, safe riding conduct, and how to use the device before riding.
- Maintain a clear and unobstructed line of sight of the under-aged rider. Stop the under-aged rider if dangerous behaviour is exhibited.
- Ensure that the under-aged rider does not cause harm to any person or property or break any e-scooter riding rules.

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\*Only applicable when theory test requirement is implemented.

- Do not supervise too many under-aged riders at the same time.
- Under-aged riders should not carry passengers.

g) **Riders' duties in an accident**

If you are in an accident where a person is injured or property is damaged, you must stop to render assistance, provide your particulars and report the accident. More details can be found in section 3.7.

h) **Obey instructions of enforcement officers**

- Obey the instructions of enforcement officers. Stop and move to the side of the path when asked by an enforcement officer.
- Do not obstruct, delay or hinder enforcement officers performing their duties.

## **3.4 Navigating Riding Scenarios**

a) **Moving through high pedestrian traffic areas**

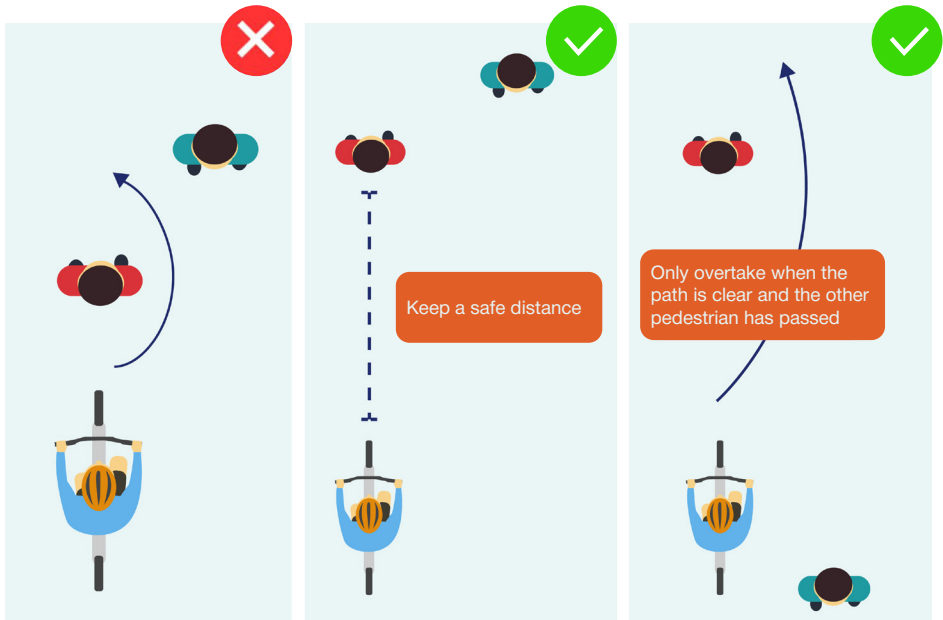
- Slow down and be prepared to stop when approaching high pedestrian traffic areas (e.g. bus stops, traffic crossings or crowded streets).
- Ride at walking speed or dismount and push your e-scooter when passing through such places.
- Keep a safe distance and always give way to pedestrians.

**b) Riding behind other path users**

- Keep a safe distance from other riders and do not tailgate. If the person in front stops suddenly, you may not be able to stop in time which may cause an accident.

**c) Overtaking other path users**

- Slow down as you approach path users ahead of you.
- Gently alert the other party that you intend to overtake them when you are about 5 to 10 m away.



- Check that there is no one approaching from in front or behind you before overtaking.
- If there is not enough space to overtake, keep a safe distance behind the other party and wait until it is safe to overtake.
- Do not overtake others when approaching places such as pedestrian crossings, bends and blind corners.

### d) **Approaching oncoming path users**

- Keep to the left side of the path.
- When approaching oncoming path users, slow down and be prepared to stop.
- Give way to oncoming pedestrians.
- Stop and move to the side of the path if there is insufficient space on the path.

### e) **Stopping along the path**

- Move to the side of the path to avoid obstructing other path users if you wish to stop riding.

## 3.5 Good Practices and Code of Conduct – Riding an E-Scooter on Cycling Paths

### 3 Tips for Safe and Enjoyable Riding

#### TIP 1: Be Alert

- Be alert and minimise distractions. Do not look at your handphone.
- Scan your surroundings, including behind you, for potential dangers so that you can take preventive action early.
- Do not ride if you are tired or have consumed alcohol as your judgement and reflexes may be impaired.

#### TIP 2: Adjust Your Speed to Your Surroundings

- The speed limit on cycling paths is 25km/h, but you should adjust your speed according to your surroundings, especially around pedestrians. At crossings, slow down and stop to give drivers time to react and stop.
- Slow down or dismount and push at crowded areas like bus stops or crossings.
- Slow down and prepare to stop when approaching intersections or blind corners.

**TIP 3: Give Way and be Gracious**

- Everyone has a part to play in making journeys on shared spaces safe and pleasant.
- The e-scooter is a powerful and fast-moving device. Look out for and give way to those who are slower and more vulnerable, such as pedestrians.
- Do not weave in and out between other path users.
- Be gracious. Gently alert others of your presence using your bell (or other warning device) when passing or overtaking. Do not use it excessively.
- Keep to the left unless overtaking to allow others to pass.
- Keep a safe distance from others and do not tailgate. If the person in front stops suddenly, you may not be able to stop in time.

**3.6 Identification of Potential Hazards**

- a) Look out for potential hazards and expect the unexpected. Do not assume that others will take the correct action. Slow down so that you have time to react. Examples are:
- **Other path users.** They may not move out of your way or may suddenly change direction and step in front of you even after you have alerted them of your presence.

- **Oncoming vehicles at all road crossings.** Not all vehicles will stop at crossings. Always stop at crossings to look out for oncoming vehicles. Cross at designated crossings where possible.
- **Look out for blind spots** where your vision may be obstructed (e.g. around a bend, obstacles like trees or buildings). Slow down and be prepared to stop as other path users may emerge from the blind spot.



- **Obstacles** or the **kerb** when crossing the road may cause you to lose control of your device.

b) Be conscious of your riding conditions.

- Riding in heavy rain may affect the electrical components and battery of your device. Braking distance (distance needed to come to a complete stop) will increase. Slow down so that you can manoeuvre safely.

- When visibility is poor (e.g. at night or in the rain), turn on your lights for better visibility. Slow down so that you can manoeuvre safely.
- Perform pre-ride equipment checks to minimise risk of equipment failure.

## **3.7 What to Do in an Accident**

- Stop to render assistance.
- Call for an ambulance if anyone needs immediate medical attention.
- Gather evidence of the accident (take photos/videos of the accident scene, vehicles involved and damages caused) only when it is safe to do so.
- Remove the device to avoid causing obstruction (but only after you have obtained all necessary evidence).
- Exchange particulars [name, contact, residential address and insurance information (if any)] with involved parties.
- For accidents on public paths, if no Police officer, authorised officer or public path warden is present, report the accident to the police.
- Failure to stop, render assistance, exchange particulars or report the accident to the authorities is an offence.

## What to Do in an Accident



### Fatal Accident

Do not touch victim or move vehicle/device. Call 999 or 995.



### Injury Accident

Call 995 and report accident to Police.



### Property Damaged

Report all accidents with property damage to Police.



## Appendix A: Maximum Penalties for Common Active Mobility Offences

This is a non-exhaustive list of the maximum possible penalties in terms of fines and prison terms for some active mobility offences.

Actions	1st offence	Subsequent offences
<b>Riding Behaviour</b> <ul style="list-style-type: none"> <li>Using mobile communication device while riding on path</li> <li>Riding bicycle, PMD or PAB without appropriate lights at night</li> <li>Failure to stop and look at crossings</li> <li>Cyclist or PAB towing or being towed on roads</li> <li>Riding against the flow of traffic on roads</li> <li>Riding without helmets on roads (includes passengers)</li> </ul>	\$1,000 and/or 3 months	\$2,000 and/or 6 months

Actions	1st offence	Subsequent offences
<ul style="list-style-type: none"><li>Using mobile communication device while riding on road</li></ul>	\$1,000 and/or 6 months	\$2,000 and/or 12 months
<ul style="list-style-type: none"><li>Speeding on public paths</li></ul>	\$2,000 and/or 6 months	\$5,000 and/or 12 months
<ul style="list-style-type: none"><li>Failure to carry out driver’s duties in an accident on public paths</li></ul>	\$3,000 and/or 12 months	\$5,000 and/or 2 years
<ul style="list-style-type: none"><li>Dangerous or reckless riding on public paths</li></ul>	\$10,000 and/or 12 months	
<b>Riding in Prohibited Areas</b>		
<ul style="list-style-type: none"><li>Riding bicycle/PAB on expressways, or in expressway tunnels or road tunnels</li></ul>	\$1,000 and/or 3 months	\$2,000 and/or 6 months
<ul style="list-style-type: none"><li>Riding in areas with “No Riding” signs</li><li>Riding motorised PMD or PAB on footpath</li><li>Riding PMD or PMA on roads</li></ul>	\$2,000 and/or 3 months	\$5,000 and/or 6 months

Actions	1st offence	Subsequent offences
<b>Device Criteria and Ownership</b> <ul style="list-style-type: none"> <li>Riding without displaying registration mark or identification mark</li> <li>Failure to send e-scooter for scheduled inspection</li> </ul>	\$1,000 and/or 3 months	\$2,000 and/or 6 months
<ul style="list-style-type: none"> <li>Riding or allowing unregistered e-scooter to be ridden on public paths</li> <li>Keeping unregistered PAB</li> </ul>	\$2,000 and/or 3 months	\$5,000 and/or 6 months
<ul style="list-style-type: none"> <li>Riding unregistered PAB on cycling paths</li> </ul>	\$5,000 and/or 6 months	\$10,000 and/or 12 months
<ul style="list-style-type: none"> <li>Riding non-compliant device on public path</li> </ul>	\$10,000 and/or 6 months	\$20,000 and/or 12 months
<ul style="list-style-type: none"> <li>Illegal modification of active mobility device to be non-compliant</li> </ul>	\$20,000 and/or 2 years	\$40,000 and/or 4 years

Actions	1st offence	Subsequent offences
<p><b>Loads and Passengers</b></p> <ul style="list-style-type: none"> <li>● Improperly secured/oversized loads on bicycle/PAB</li> <li>● Carrying too many passengers on bicycle/PAB</li> <li>● Carrying passengers on bicycle/PAB without proper seats</li> <li>● Carrying under-aged passenger on PAB</li> </ul>	<p>\$1,000 and/or 3 months</p>	<p>\$2,000 and/or 6 months</p>
<p><b>Under-Aged Riding</b></p> <ul style="list-style-type: none"> <li>● Under-aged riding of motorised PMD or PAB</li> <li>● Facilitating under-aged riding of motorised PMD</li> <li>● Failure to properly supervise under-aged e-scooter rider</li> </ul>	<p>\$1,000 and/or 3 months</p>	<p>\$2,000 and/or 6 months</p>

Actions	1st offence	Subsequent offences
<b>Theory Test Certificate*</b> <ul style="list-style-type: none"> <li>Riding or causing e-scooter/PAB to be ridden on public path without theory test certificate</li> <li>Riding or causing PAB to be ridden on roads without theory test certificate</li> </ul>	\$2,000 and/or 6 months	\$5,000 and/or 12 months
<ul style="list-style-type: none"> <li>Unlawful use of theory test certificate</li> </ul>		
<b>Others</b> <ul style="list-style-type: none"> <li>Obstructing public path (e.g. indiscriminate parking)</li> </ul>	\$2,000	
<ul style="list-style-type: none"> <li>Obstruction of enforcement officers on public paths</li> <li>Provision of false information</li> </ul>		

\*Only applicable when theory test requirement is implemented.

