



E-bikes are allowed on cycle paths  
**Above left:** You have to pedal to get an EAPC's electric assistance  
**Bottom:** But throttles are legal

as many new e-bikes are delivered this way. However, individuals wanting to courier an e-bike may find it more difficult compared to companies that have contracts with couriers who would otherwise refuse to ship individual e-bikes. Two companies that have experience in couriating e-bikes for individual customers are Bike Services UK ([bikeservicesuk.com](http://bikeservicesuk.com)) and Direct Courier Solutions ([directcouriersolutions.com](http://directcouriersolutions.com)).

Note that sending batteries on their own is even more problematic as the rules usually dictate they must be in or with the bike. If you need to post a battery on its own, it may have to be arranged through an e-bike retailer or manufacturer rather than directly with a courier.

### YOUR E-BIKE AND THE LAW

Legally speaking, e-bikes are known as EAPCs – electrically assisted pedal cycles. They must meet the following criteria in order to have the same legal standing as regular, unassisted bicycles, and to be allowed on roads, cycle paths and other places where bicycles are permitted under UK law:

- **Electric assistance provided to a maximum of 25kph (15.5mph)**
- **Motor no more than 250 Watts (maximum continuous-rated power)**
- **The rider must be 14 years of age or over**
- **The e-bike's pedals must be in motion for motor assistance to be provided**

Throttle only machines where you don't pedal are not classed as e-bikes, although throttle-only is legal up to 4mph for helping you to get going. A throttle is also legal if you need to turn the pedals to use its assistance. Few e-bikes feature throttles; MiRider is one example of a legal e-bike that does have a very effective throttle.

In practice, if you see an EN 15194 sticker on the e-bike or in the description, it should

meet all the above criteria, as well as the more detailed stipulations contained in the EU regulations that are now, post-Brexit, enshrined in UK law.

There are a couple of e-bike-like categories that resemble EAPCs at first glance but are in effect a category of low-speed moped. Both can be ridden legally on UK roads but, crucially, they're not treated like bicycles. Extra costs and paperwork are involved.

Wisper has pioneered a category called 250-Watt Low-Powered Mopeds. This category requires only type approval and a basic MOT test. Such bikes are useful for those with a weakened pedal action who find full throttles useful. They are still limited to 15.5mph. See [wisperbikes.com/product-category/throttle-electric-bikes](http://wisperbikes.com/product-category/throttle-electric-bikes).

Speed pedelecs are capable of assisted pedalling up to 28mph. These require a certified motorcycle helmet, a number plate and DVLA registration, as well as insurance. The latter is difficult to find in the UK, though easy to obtain for riders in some EU countries. ●

**For more on e-bikes and the law, visit [cyclinguk.org/e-bike-regulations](http://cyclinguk.org/e-bike-regulations). For advice on joining a group ride with an e-bike, see [cyclinguk.org/e-cycles-group-ride](http://cyclinguk.org/e-cycles-group-ride).**

### You're covered

Members of Cycling UK who ride legal e-bikes (EAPCs) enjoy the same benefits as those with conventional bikes, including:

- £10m third-party insurance provided by Bikmo
- Access to the Cycling UK Incident Line
- Access to Cycling UK rides and events
- Six issues of Cycle per year
- And a wide range of discounts

For a full list of member benefits, visit [cyclinguk.org/member-benefits](http://cyclinguk.org/member-benefits).

