

42ND PARLIAMENT



Community Development and Justice Standing Committee

Report 2

RIDE SAFE

Inquiry into the safety, regulation and penalties associated with the use of electric powered mobility devices

Presented by Mr Peter Rundle MLA

December 2025

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Community Development and Justice Standing Committee

Ride Safe

Inquiry into the safety, regulation and penalties associated with the use of electric powered mobility devices

Report No. 2

Presented by

Mr Peter Rundle MLA

Laid on the Table of the Legislative Assembly on 4 December 2025

Inquiry Terms of Reference

The Community Development and Justice Standing Committee will inquire into and report on the safety, regulation and penalties associated with the use of electric powered personal mobility devices (e-rideables) along with the compliance in accordance with existing regulations in Western Australia, including:

1. the regulatory framework governing 'for hire' e-rideable devices and current compliance of existing regulations
2. the usage and policing of e-rideables in entertainment precincts and other highly used pedestrian areas
3. compliance and classification of devices, including illegal modifications and importation
4. injuries, as well as insurance claim submissions, related to e-rideables including frequency, severity, location and time of day
5. benefits and opportunities created by e-rideables for urban mobility and active transport.

The Committee was initially directed to report to the House by 23 October 2025.

On 13 August 2025 the scope of the inquiry was broadened to include e-bikes and electric dirt bikes, with the reporting date extended to 4 December 2025.

Chair's Foreword

This is the first inquiry report tabled by the Community Development and Justice Standing Committee in the 42nd Parliament. The Legislative Assembly referred the inquiry into the safety, regulation and penalties associated with the use of electric powered personal mobility devices (e-rideables) to the Committee on 18 June 2025.

E-rideables include e-scooters, as well as e-skateboards, hoverboards, e-skates, and e-unicycles, but not e-bikes. When referring to both e-rideables and e-bikes in this report, the term electric mobility device (eMD) is used.

In Western Australia (WA), e-scooters have been the cause of most concern regarding eMDs. This is in contrast to other states such as Queensland and New South Wales where e-bike regulation and safety is currently the main focus due to an escalating use of non-compliant e-bikes. Like WA, these states have also launched parliamentary inquiries into the use of eMDs.

The referral of this inquiry followed the tragic death of Thanh Phan who was hit by an e-scooter in the Perth CBD in May 2025, and who is believed to be the first death of a pedestrian from an e-scooter accident in WA. In addition to Mr Phan, there have been 12 rider fatalities since 2022. Tragically, some of these were children.

I would like to take this opportunity to acknowledge all those who have lost their lives as a result of e-scooter or e-bike incidents. As we have come to understand through this inquiry, these deaths were, sadly, preventable. We were privileged to hear from Brooke Lane, who lost her brother, Leigh Tagell, in February 2025 following an accident riding an e-scooter he had received and modified that day.

I also acknowledge that many more have been injured, some very seriously, due to e-scooter incidents. The WA Health system is dealing with an increasing number of injuries resulting from e-scooter use, with reports of daily presentations to hospital emergency departments around the state.

It is difficult to quantify exactly how many injuries are being sustained through e-scooter and e-bike incidents. Limitations in data collection and reporting, including the likelihood of significant underreporting, make exact assessments difficult. Nonetheless, anecdotal reports from medical professionals and others are unanimous in suggesting that injuries and fatalities are increasing in number.

While electric powered vehicles are not new technology, the use of eMDs has increased in popularity over the past decade. This includes the emergence of shared schemes which hire out e-scooters and e-bikes. The sudden advent of this new form of transport has posed regulatory challenges for governments. EMDs are effectively a new type of vehicle, with characteristics somewhere between traditional bicycles, motorcycles and larger motor vehicles. As such, they require appropriate infrastructure, road rules and vehicle standards that are designed to mitigate risk and promote the safety of riders and other road and path users.

The provision of adequate infrastructure is challenging, particularly in a car-centric city such as Perth. Allowing e-rideables to travel with larger motor vehicles on roads presents high risk due to the speed differential between users. On the other hand, many paths in Perth are not designed to safely separate fast- and slow-moving users, and the use of footpaths by e-rideables creates conflict with pedestrians. Footpaths in particular are not designed for motorised devices, particularly those travelling at higher speeds. Pedestrians report feeling unsafe using paths due to experiencing or witnessing collisions and 'near misses.'

This is exacerbated if eMDs are travelling faster than the 25 km/h speed limit (or 10 km/h for footpaths). The use of non-compliant eMDs which can exceed 25 km/h is an emerging issue both in WA and elsewhere. In WA it is a particular issue in relation to e-scooters, although we are increasingly seeing non-compliant e-bikes as well.

Across Australia in recent weeks, fatalities resulting from the use of e-bikes (some of which are non-compliant with current regulations) have been reported on in the media. For example, a recent *60 Minutes* episode¹ reported the lack of e-bike regulation in Australia and fatalities occurring as a result. It highlighted a widespread lack of awareness within the community about the rules for e-bike use and the increased risk of injury or fatality when riding an e-bike that does not comply with legal definitions. It is apparent that many Australians are not aware of the rules governing the use of e-bikes and e-scooters, particularly parents who have purchased them for children who are not of legal age to ride them.

The Australian public are accustomed to purchasing and using motor vehicles which are heavily regulated at a national and state level in terms of vehicle design, with mandated information and product standards. The ready availability of eMDs—which are not yet regulated to this extent—has meant that people are buying these with an assumption that they are safe and compliant with standards.

1 Watch this episode here: [Watch 60 Minutes - Season 2025 - Ep 41 Riding for a Fall, Jaws of Strife | 9Now](#)

Many are unaware of the possibility that the product being purchased might be non-compliant and therefore unsafe for use in the current environment. Others modify them post-purchase without thinking about how that might increase the risk of serious injury or death. There are concerns regarding the use of eMDs by children and young people, who appear to be overrepresented in fatalities resulting from falls, crashes and collisions.

There is an urgent need for more effective public education about the safe use of eMDs and the Committee makes a range of recommendations about this.

The regulatory regime is a work in progress, with responsibilities sitting across federal, state and local government. The lack of an overarching regulatory framework at the national level, and variations in state regulation, were raised during the inquiry. The Committee welcomes the initiative led by the WA State Government, assisted by the National Transport Commission, in developing such a framework for all eMDs, including e-bikes and e-scooters.

In my view, and as found by the Committee, reform at the national level is critical and should be progressed as a priority, not only by states and territories, but also by the federal government. Areas for Commonwealth-led reform include more effective controls at importation, as well as the implementation of vehicle, product and information standards to guide manufacture and import. The importation of sub-standard eMDs, particularly e-scooters, comes with an increased risk of fires associated with sub-standard lithium-ion batteries. Standards regulating the quality of both devices and batteries must be enforced at import and point of sale.

In WA, the Committee recommends that the State Government review the classification and regulation of e-rideables and e-bikes, with a view to bringing regulation in line with emerging best practices and technological innovation (which some argue will continue to outpace government efforts to regulate). At the same time, a review of rules, offences and penalties should be undertaken in line with the recommendations in this report, establishing standards and point of sale obligations for retailers.

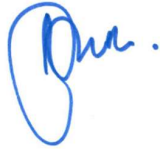
I would like to thank my fellow Committee members for their diligent work and collegiate approach to this important inquiry: Mr Dan Bull MLA, Member for Maylands; Mrs Lisa Munday MLA, Member for Dawesville; Mr Frank Paolino MLA, Member for Mount Lawley; and Mr Liam Staltari MLA, Member for Carine.

I recognise the work of the committee secretariat, Ms Vanessa Beckingham, Principal Research Officer, and Ms Lisa Peterson, Research Officer. I also

acknowledge Research Officer Ms Sylvia Wolf, who assisted the secretariat part-time from August 2025. The Committee received further research assistance on a casual basis from several other Legislative Assembly Committee Office staff: Mr Jamie Bourne, Ms Maddison Evans and Ms Sarah Palmer.

Finally, I would like to thank those who made submissions and gave oral evidence to the inquiry, as well as the departmental and ministerial staff who made themselves available to the Committee to answer questions and provide information as requested. In total, the Committee received just under 300 submissions to the inquiry, demonstrating the relevance and timeliness of our investigations.

The Committee has undertaken this inquiry in a bi-partisan manner with a genuine desire to improve the regulatory framework governing the use of e-rideables in WA, and to better educate the public about the risks associated with their use. Our hope is that this inquiry and the recommendations in this report will contribute to the body of work being done around Australia and in WA to establish a regulatory framework that ensures the safety of riders and other road path users.



MR PETER RUNDLE MLA
CHAIR

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Executive Summary

On 18 June 2025 the Community Development and Justice Standing Committee was referred an inquiry into the safety, regulation and penalties associated with the use of electric powered personal mobility devices (e-rideables), including the regulatory framework governing 'for-hire' shared schemes, which in Western Australia (WA) means shared e-scooter schemes.

Shared e-scooter schemes have been operating in WA since 2020. In those areas where they operate, they are subject to contractual arrangements between local governments and providers. They are also governed by state legislation defining and regulating the use of e-rideables: this applies to both shared and privately owned devices. However, there is currently no overarching legislative and policy framework under which local governments are supported in managing shared schemes and enforcing contractual agreements.

This inquiry was established following a pedestrian fatality in May 2025 which involved an e-scooter hired under a shared scheme. It is believed to be the first pedestrian death from an e-scooter incident in WA. Since 2022 there have been 12 rider fatalities and many more seriously injured riders and pedestrians.

During 2025, there were seven e-scooter related deaths in WA: this is more than 2022, 2023 and 2024 combined (a total of six reported fatalities). The WA Health system is dealing with an increasing number of injuries resulting from e-scooter use, with reports of daily presentations to hospital emergency departments around the state.

This reflects a trend Australia-wide. Medical professionals across Australia have expressed concern about the increasing number of e-scooter-related presentations to emergency departments, as well as the severity of injuries sustained. The number of fatalities from e-scooter use continue to rise. In addition, injuries and fatalities resulting from (often non-compliant) e-bikes are becoming more common and have been reported by the media highlighting the serious nature of this emerging problem.

WA has not seen the number of e-bike fatalities on the scale reported elsewhere in Australia (with only one reported e-bike fatality since 2022). However, should the use of non-compliant e-bikes continue without regulatory intervention, it may only be a matter of time before more lives are lost.

Initially e-bikes were not included in this inquiry's terms of reference, which focussed on the regulation of e-rideables in WA. Under state legislation e-bikes are defined and regulated separately, albeit with some similarities to provisions governing e-rideables. In July 2025, around a month after the Committee had commenced its investigation into e-rideables it was directed by the Legislative Assembly to include e-bikes and e-dirt bikes in its consideration. The catalyst for this was a pedestrian fatality involving the non-compliant use of an unregistered e-dirt bike.

Evidence suggests that unsafe and non-compliant e-scooters and e-bikes are often involved in incidents resulting in serious injuries and fatalities. Non-compliant e-bikes can present similarities to electric motorcycles in terms of appearance and performance. Non-compliant e-rideables and e-bikes fall somewhere between compliant e-rideables and motorcycles. At law, they are treated as unregistered and unlicensed motorcycles, which means that unless they are licensed for road use (which is generally not possible given their design), they are subject to the same penalties as unregistered motorcycles.

Purchase and possession of non-compliant e-rideables and e-bikes is not in itself illegal, nor is their use on private land with the owner's consent. What is illegal is the use of these devices on public property, roads and paths, and this is increasingly prevalent in WA and throughout Australia. Their use is difficult to police due to a lack of regulatory controls at the point of sale and post-purchase.

A major concern is the use of non-compliant e-scooters and e-bikes that can reach speeds well above the legal limit of 25 km/h, without design characteristics and safety features to mitigate risk. There is no Australian standard mandated and enforced at the national level to guide import and sale of e-mobility devices. This is in contrast to other motor vehicles which are regulated for safety and compliance pursuant to the Australian Road Rules and other legislative instruments.

This has led to a proliferation of e-bikes and e-scooters being imported into Australia which do not comply with the specifications adopted by individual jurisdictions for what is legal to use on public roads and paths. It also means that it is easier and cheaper to import inferior quality products (including batteries). This situation is creating significant safety and enforcement issues for state and territory governments.

At the state level, retailers of e-mobility devices (eMDs) are not required to supply information or ensure product compliance at the point of sale. There are no penalties for selling products that are non-compliant with the definition of e-

rideable or e-bike. Regulation at the point-of sale for those products bought from a retailer in WA could be used to control product quality, enforce compliance, and educate buyers on safety and legal requirements.

There is no way for police to easily identify non-compliant eMDs, other than their appearance and the speed at which they appear to be travelling. Unlike other vehicles, they are not registered, there is no record of ownership, and there is no requirement to demonstrate compliance with a standard. This presents challenges for law enforcement and is hampering efforts to police anti-social and criminal behaviour. The Committee makes recommendations to address these issues at the state level.

However, increasing regulation at the state level will only go so far. There needs to be an overarching regulatory framework across Australia with compliance requirements that are enforced on import. Work is underway to establish a national regulatory framework for personal mobility devices, led primarily by the Western Australian Transport Minister and Department of Transport and Major Infrastructure, assisted by the National Transport Commission. This will need to be complemented by Commonwealth-led reform to establish Australian standards for all devices and enforce compliance for imported products, in the same way as for other motor vehicles.

In the meantime, there is an urgent need for state regulatory reform which cannot wait for the establishment of a national framework. The Committee recommends that the State Government review the current classification of e-rideables and e-bikes, with a view to more effectively categorising these devices separately to other vehicles and traditional bicycles. This will assist in better data collection and reporting and provide an opportunity to align with other recommendations through legislative review. It will also provide an opportunity to bring regulation in line with technological advancements in e-mobility safety and design, which have evolved since regulation was introduced in 2021.

As part of this review the Committee recommends a new mid-tier category of device, with commensurate licencing and registration requirements for each category of device. Registration and licencing requirements will enable traceability of devices and riders to assist enforcement. If an educative component is included it could also allow the evaluation of rider skill and risk appetite. However, registration and licencing requirements can provide a disincentive for use, limit access, impose a bureaucratic burden and be difficult to enforce. For this reason, the Committee recommends that these requirements are based on risk and use of infrastructure (roads and paths) for each category.

For devices speed limited to 25 km/h in line with current regulation, a 'one-off' registration process should be required at the point of sale to log device compliance and ownership details. Registration should be personal to the rider and identify both the rider and the device.

For faster and heavier devices able to travel up to 45 km/h, annual registration of the device and licencing of the rider should be required, along with access to compulsory third-party insurance cover. Devices in this category would present an increased safety risk for more vulnerable road and path users. Therefore, they would likely be required to travel on roads, mixing with larger motor vehicles, which in turn puts these riders at greater risk of harm.

The provision of adequate infrastructure (roads and paths) to allow the safe use of eMDs is challenging, particularly in a car-centric city such as Perth. Allowing them to travel with larger motor vehicles on roads presents high risk due to the speed differential and lack of socialisation (that is, the ability for road users to make eye contact and allow for the other in a safe manner).

On the other hand, many paths in Perth are not designed to safely separate fast- and slow-moving users, and the use of footpaths by e-rideables creates conflict with pedestrians. Footpaths in particular are not designed for motorised devices, particularly those travelling at higher speeds. Pedestrians report feeling unsafe using paths due to experiencing collisions or 'near misses' with e-rideables and e-bikes.

The recent and rapid advent of e-mobility use and operation of dockless² shared schemes, particularly e-scooters, has required governments around the world to quickly establish regulatory frameworks in response to market uptake. Most Australian jurisdictions, WA included, focused on regulating rider behaviour (speed limits, helmet requirements, age restrictions, penalties for non-compliance). Integrating e-mobility devices into the broader transport system is a longer-term and possibly more difficult problem, but one which requires urgent attention and adequate funding.

A critical issue identified by the Committee is the illegal use of e-rideables (mostly e-scooters) and e-bikes by people under 16 years of age, often in an unsafe manner. Frequent observations of dangerous riding by children and young

2 Designed for short, spontaneous trips, dockless schemes do not require the device to be returned to a docking station. They are unlocked and released through an app, rather than unlocked from a designated station.

people include riding with more than one person on the device, riding without a helmet and demonstrating a poor understanding of the traffic environment.

Injury risk appears greater for children. They generally experience greater rates of fractures and polytrauma compared to adults. There is evidence to suggest that children and young people are disproportionately represented in e-scooter-related injuries and deaths. Children and young people have not yet cognitively developed to the level required to safely ride a vehicle on public infrastructure. They lack motor skills, road awareness and the decision-making abilities needed to handle a fast-moving vehicle.

Many parents appear unaware of the age limit for the use of e-bikes and e-scooters. They also seem to be largely unaware of the increased safety risks associated with children under the age of 16 riding these devices.

Compounding this issue is the emergence of what are known as 'ride outs.' These are a recent development involving large groups of children and young people riding mostly non-compliant e-bikes and e-scooters in Perth suburbs, filming themselves and posting on social media. Ride outs are becoming increasingly antisocial, intimidating some members of the public and angering others. The only enforcement option open to the WA Police in dealing with ride-outs, which typically involve under-age riding and non-compliant devices, is seizure and confiscation of devices.

There is a clear and demonstrated need for comprehensive public education on the use of e-rideables and e-bikes, including road rules and safety risks. This needs to include how motorists and pedestrians can interact safely with riders.

Educating young people about using e-scooters and other e-rideables needs to be a part of school education. The Road Safety Commission has engaged WestCycle to deliver e-rideable education to schools but has only provided funding for delivery of 20 sessions. This program should be delivered more widely across the education system.

Rider training is also something that requires consideration by the State Government when reviewing the regulatory framework. There is no training required before using an e-rideable or e-bike, in spite of the fact that it is a motorised vehicle requiring a unique skillset to operate. Evidence shows that a high percentage of e-scooter collisions, for example, occur during first time use.

Non-compliance with road rules is a factor in many incidents resulting in serious injury and death. Of particular concern are behaviours such as not wearing a

helmet, speeding, more than one person on a device ('doubling up'), intoxication and the use of eMDs by people under the age of 16.

The Committee makes recommendations to increase penalties for non-compliance, introduce accountability and aid law enforcement. These should be implemented as part of a wider regulatory review incorporating other recommended reforms.

Given the sudden advent of e-mobility onto the transport scene, there is a lack of comprehensive and reliable data on every aspect of its use. Data collection and dissemination is a known problem for national transport safety and regulation. The absence of reliable and comprehensive data hinders the ability to accurately identify priority areas for safety interventions, develop evidence-based policies and regulations, inform infrastructure planning and investment, and quantify the extent of e-rideable trauma and cost to the health and insurance sectors. While this should not be seen as an obstacle to regulatory reform, it is crucial that regulation is shaped in a way that allows for improved collection and reporting of data for e-bikes and e-rideables.

Notwithstanding the serious issues covered in this report, the benefits of e-mobility are widely reported. Personal mobility devices such as e-scooters and e-bikes provide an alternative to public transport and present options to those for whom car ownership is not accessible. In comparison to petrol-powered vehicles, they are more environmentally friendly, producing lower direct emissions and other pollutants, as well as reducing traffic congestion. Economic and social benefits are also reported: economic benefits arise from increased accessibility to local business and tourist attractions, and social benefits arise from increased mobility for those who may otherwise be unable to get out into the community without transport.

The Committee acknowledges that this mode of transport has an important place in the future transport landscape, so long as it is adequately funded, supported by a comprehensive legislative and policy framework, and provided with dedicated infrastructure to ensure the safety of all road and path users.

Developments so far indicate that the use of personal mobility devices will continue to increase. This will occur in the absence of safe conditions if regulation and the provision of infrastructure is not prioritised, with implications for the number of serious injuries and fatalities as a result.

Ministerial Response

In accordance with Standing Order 277(1) of the Standing Orders of the Legislative Assembly, the Community Development and Justice Standing Committee directs that the Premier, Minister for Transport and Minister for Road Safety report to the Assembly as to the action, if any, proposed to be taken by the Government with respect to the recommendations of the Committee.

The Committee requests that the Premier provide a government response on behalf all ministers.

Findings and Recommendations

Chapter 2 – Governance of shared schemes

Finding 1

Page 16

In Western Australia e-bikes and e-scooters can be hired from some retailers and tourism businesses. E-scooters can also be hired in some local government areas through e-mobility shared schemes currently operated by Beam Mobility and Neuron Mobility.

Finding 2

Page 19

In Western Australia contractual agreements between some local governments and shared scheme operators permit and regulate e-scooter hire within the local government area. Agreements provide for matters such as parking, access, safety and data sharing.

Finding 3

Page 20

There is no legislative requirement for shared scheme providers to enter into agreements with local governments; however, practicalities such as parking for devices has meant that agreements accommodating the needs of both parties are established.

Finding 4

Page 20

The absence of a legislative and policy framework governing the management of shared schemes is limiting the ability of local governments to manage shared scheme operations using permits and agreements.

Finding 5

Page 20

The number of shared scheme providers in WA has declined, reducing competition in the market and therefore the ability of local governments to leverage bargaining power to seek more innovative use of technology to enforce compliance with legal requirements.

Finding 6

Page 20

Beam Mobility and Neuron Mobility support the current regulatory approach under which deployment of shared schemes in Western Australia is managed via contract with local government, citing flexibility and the ability to tailor requirements to local conditions as key benefits.

Finding 7**Page 20**

Local governments report varying levels of success in managing and enforcing agreements, with challenges identified in relation to enforcing compliance with terms and conditions.

Recommendation 1**Page 20**

That the State Government develop a policy framework that outlines minimum safety and other obligations, including model contract provisions; which ensures consistency across the State; and which supports local government authorities in managing shared scheme operations in their jurisdiction. Such minimum safety and other obligations should be regularly reviewed to keep pace with emerging best practice as e-mobility technology continues to evolve. The policy framework and contract provisions should include mechanisms which empower local governments to enforce contract terms and conditions.

Chapter 3 – Data collection and reporting**Finding 8****Page 23**

There is a lack of comprehensive and reliable data on every aspect of e-rideable use, Australia-wide, including in Western Australia. Data collection and dissemination is a known problem for national transport safety and regulation.

Finding 9**Page 23**

E-rideables were introduced in Western Australia without a framework or system set up to gather the information required to monitor and assess their safe and effective integration into the wider transport network.

Finding 10**Page 23**

The absence of reliable and comprehensive data hinders the ability to accurately identify priority areas for safety interventions, develop evidence-based policies and regulations, inform infrastructure planning and investment, and quantify the extent of e-rideable trauma and cost to the health and insurance sectors.

Finding 11**Page 23**

According to the medical profession, it is time that e-rideables are considered as a significant component of road safety strategy, given the high rates of hospital presentations being reported along with their increasing use.

Finding 12**Page 25**

Injuries and fatalities resulting from e-rideable and e-bike incidents are not collected and reported in a comprehensive and detailed manner, in particular minor injuries are believed to be widely underreported.

Finding 13**Page 25**

The distinction between an injury sustained from a pedal bike as opposed to an e-bike is not consistently captured in trauma data.

Finding 14**Page 27**

The Road Safety Commission reports on e-rideable crashes from data collected by the WA Police Force and Main Roads WA; however, e-rideables are categorised under the pedestrian category of crashes, which obscures data sub-sets, making it impossible to identify specific information about e-rideable crashes.

Finding 15**Page 27**

Data collection for e-bike crashes is limited. The Online Crash Reporting Form administered by the Insurance Commission of Western Australia includes a category for e-bikes, however, there are no legal requirements to report e-bike incidents.

Finding 16**Page 27**

Reporting e-rideable and e-bike crashes under separate categories, distinct from other vehicles and traditional bicycles, would enable a better understanding of incident and injury trends.

Finding 17**Page 28**

Data on the uptake and use of e-rideables, as well as information about the devices themselves, is lacking. Rider demographics and behaviour are also largely unquantified.

Finding 18**Page 28**

Shared e-rideable schemes could be used to gather data in a more consistent way. Data collected by for-hire devices can be comprehensive and reported in real time, including rider behaviour and trip routes, speed, compliance and safety.

Recommendation 2**Page 28**

That the State Government mandate data sharing in a consistent manner for commercial operators of shared schemes under contract with local government authorities.

Finding 19**Page 30**

There are some initiatives underway to improve the data collected on e-rideable and e-bike incidents and trauma; however, more is needed. This is an issue across Australia for all road safety data.

Recommendation 3**Page 30**

That the Minister for Transport take steps to ensure that data collection and dissemination is incorporated into the national regulatory framework which is currently being developed.

Recommendation 4**Page 32**

As a priority, that the State Government investigate and fund the development of a whole-of-government reporting system which captures data on e-bikes and e-rideables.

Chapter 4 – Safety concerns**Finding 20****Page 34**

Electric powered devices are almost silent, meaning that they cannot be heard on approach, creating a safety risk for pedestrians and other vehicles.

Finding 21**Page 34**

There is a growing public awareness of the risks associated with the use of electric powered devices, in particular e-scooters, e-bikes and e-motorcycles. It appears that many people have, or know of someone who has, been injured or had a 'close call' with an e-scooter or e-bike.

Finding 22**Page 37**

Current e-scooter design generally includes smaller wheels, limited suspension, front wheel braking, with the rider's centre of gravity placed forwards and higher: these factors all contribute to an inherent instability.

Finding 23**Page 40**

In WA there have been 12 e-scooter rider fatalities, one pedestrian e-scooter-related fatality, and one e-bike fatality (since 2022) reported by media outlets. Also, according to news reports, St John Ambulance responded to 120 e-scooter incidents in 2021, which jumped to 276 incidents in 2022, 453 in 2023, and 539 in 2024. In the first half of 2025 alone, paramedics had been called to attend 328 serious e-scooter crashes.

Finding 24**Page 40**

Emergency departments and trauma units in Western Australia report an increasing number of presentations for e-scooter-related injuries, many of which are severe and preventable, and include some fatalities.

Finding 25**Page 40**

The State Trauma Unit at Royal Perth Hospital (RPH) admits at least one person a day with serious e-scooter injuries, and anecdotal evidence suggests that other hospitals in Perth and most regional areas are seeing at least one daily presentation also.

Finding 26**Page 40**

As the State Trauma Registry only captures data for patients hospitalised with serious injuries for over 24 hours, the number of injuries from e-scooters (and potentially other e-rideables) is very likely underreported.

Finding 27**Page 42**

The risk of collision with (or a fall resulting from) an e-rideable or e-bike is particularly concerning for older people, children, and those with disabilities, such as vision-impaired people.

Finding 28**Page 42**

Evidence from Australia and overseas suggests that falls (rather than collisions) account for most e-scooter incidents and injuries, at around 79 per cent.

Finding 29**Page 42**

There is some evidence to show that in collisions between an e-scooter and a pedestrian, the pedestrian is likely to be more seriously injured than the e-scooter rider.

Recommendation 5**Page 42**

That the State Government require electric mobility devices in WA to be fitted with an Acoustic Vehicle Alerting System (AVAS), as is now required under the Australian Design Rules for electric vehicles sold in Australia. The State Government should also advocate for this requirement to be included in future national standards for personal mobility devices, in line with requirements for other electric vehicles.

Finding 30**Page 44**

Injuries resulting from e-scooter incidents range from superficial soft tissue injuries to severe trauma and death. Studies suggest that most e-scooter patients experience minor trauma (injuries that are not life-threatening but still require medical treatment). Often multiple injury types are experienced.

Finding 31**Page 44**

The most common types of e-scooter injuries, both major and minor trauma, include head trauma, spinal injuries, upper and lower limb injuries, and facial injuries.

Finding 32**Page 46**

Males are overrepresented in e-scooter injury data and there is some evidence to suggest they are also overrepresented in injuries from e-bikes and self-balancing devices.

Finding 33**Page 47**

Injury risk appears greater for children—they generally experience greater rates of fractures and polytrauma compared to adults. There is evidence to suggest that children and young people are disproportionately represented in e-scooter-related injuries and deaths.

Finding 34**Page 47**

Serious e-scooter injuries recorded by the WA State Trauma Registry between 2017 to 2024 were most common among the 30 to 39 age group (23 per cent), followed by the 10 to 19 age group (22 per cent).

Finding 35**Page 49**

E-rideable incidents occur most often during the warmer months, in the afternoon and at night.

Finding 36**Page 49**

E-rideable incidents commonly occur on footpaths. Sometimes motor vehicles are involved, particularly at intersections.

Finding 37**Page 50**

Non-compliance with road rules and the use of unsafe and non-compliant electric mobility devices (usually e-scooters and e-bikes) are factors present in many incidents causing serious injury and death.

Finding 38**Page 51**

Poor battery quality and misuse of e-rideables are contributing to safety risks posed by these devices. As their use becomes increasingly common in public and private spaces, emergency services report an increasing number of preventable house fires caused by e-rideable lithium-ion batteries.

Finding 39**Page 52**

Some e-rideable and e-bike incidents and resulting trauma are not covered by the free counselling and support funded by the Road Trauma Trust Account and managed by the Road Safety Commission.

Recommendation 6**Page 52**

That the Minister for Road Safety address the current gaps in counselling support for road safety incidents funded out of the Road Trauma Trust Account. Provision should be made to include people impacted by e-rideable and e-bike trauma, regardless of where the incident occurs or how the device is captured by licencing and registration requirements.

Chapter 5 – Infrastructure for e-rideables and e-bikes**Finding 40****Page 54**

Transport infrastructure in Western Australia has been developed to primarily support cars. However, as e-rideables and e-bikes become more popular, this focus needs to shift to include prioritising the development of infrastructure that is suitable for e-mobility options.

Finding 41**Page 59**

Integrating e-mobility into currently available infrastructure presents challenges. Allowing e-rideables to travel with larger motor vehicles on roads presents high risk due to the speed differential and lack of socialisation. Conversely, many paths in Perth are not designed to safely separate fast- and slow-moving users, and the use of footpaths by e-rideables creates conflict with pedestrians.

Finding 42**Page 59**

The use of e-rideables in entertainment precincts and other highly pedestrianised areas, particularly on footpaths, poses a significant safety issue given the mix of motorised vehicles and vulnerable road users such as pedestrians.

Finding 43**Page 59**

Pedestrians report feeling unsafe using paths due to experiencing collisions or 'near misses' with e-rideables and e-bikes.

Finding 44**Page 59**

In order to decrease conflict between pedestrians and riders, the Road Safety Commission has recommended that e-rideables be permitted to travel on all roads with a speed limit up to 50 km/h. However, the WA Police Force are concerned that this will increase conflict between motor vehicles and riders, resulting in more incidents.

Finding 45**Page 59**

Due to the current lack of alternative infrastructure, the use of footpaths by e-rideables remains the only option in some cases and this provision should remain in regulations until other options are available.

Finding 46**Page 59**

Restricting the use of e-rideables in high pedestrian areas to ensure pedestrian safety is appropriate and should be implemented by local governments where needed. Appropriate parking facilities should be provided at the perimeter of restricted areas to facilitate their use to and from these areas.

Recommendation 7**Page 60**

That the State Government determine and designate dismount zones that could include Protected Entertainment Precincts.

Recommendation 8**Page 60**

That the State Government empower local governments to declare other areas as dismount zones.

Finding 47**Page 62**

There is some evidence to show that separated infrastructure improves road rule compliance and therefore safety.

Finding 48**Page 62**

Footpaths were not designed for motorised devices, particularly those travelling at higher speeds, and the lack of alternative infrastructure for e-rideables is creating unsafe conditions for all users.

Finding 49**Page 62**

There is a need for dedicated e-rideable infrastructure which is separate to footpaths wherever possible and may even need to be separated from bicycle paths in some cases.

Finding 50**Page 63**

Integrating e-rideables into the transport network also requires other infrastructure improvements, for example, dedicated parking bays and kerb ramps at transition points.

Finding 51**Page 63**

Separated and dedicated road and path infrastructure is expensive, takes space that may not be readily available, and takes time: alternatives are needed where dedicated infrastructure is not feasible.

Recommendation 9**Page 63**

That the State Government prioritise the development of dedicated e-rideable infrastructure, and work with local government authorities to develop a state-wide strategy for funding and implementation. This could be undertaken in alignment with the WA Bicycle Network Plan and incorporated into development of the new WA Active Travel Strategy.

Finding 52**Page 66**

Local government funding for road and infrastructure comes from a variety of different sources.

Finding 53**Page 66**

Local governments are prioritising maintenance of existing infrastructure and road networks over investment into dedicated e-mobility infrastructure.

Finding 54**Page 66**

Inquiry stakeholders, particularly local governments, have identified a need for more investment in purpose-built infrastructure for e-rideables and e-bikes.

Finding 55**Page 67**

In the absence of comprehensive data on conflict between e-rideables, e-bikes, pedestrians, and other transport users, further research is needed to inform the safe integration of e-rideables and e-bikes into the transport mix through provision of infrastructure.

Recommendation 10**Page 67**

That the State Government, as a priority, undertake a study to:

- identify where e-rideable and e-bike conflicts occur
- collect data on trip origins and destinations, peak times of use, and device and user profiles
- identify where current infrastructure could be re-purposed for e-mobility use.

This study should inform development of a state-wide strategy for the provision of dedicated infrastructure for electric mobility devices, in line with existing strategies and plans, as outlined in Recommendation 9.

Chapter 6 – Device standards and classification**Finding 56****Page 73**

Personal mobility devices can be imported into Australia without formal approval or compliance with a recognised standard. This has led to a proliferation of devices being imported (particularly e-bikes and e-scooters) which do not comply with the specifications adopted by individual jurisdictions for what is legal to use on public roads and paths. It also means that it is easier and cheaper to import inferior quality products (including batteries). This situation is creating significant safety and enforcement issues for state and territory governments.

Finding 57**Page 73**

Following a decision at the Infrastructure and Transport Ministers Meeting (ITMM) in August 2025, work is underway to establish a national regulatory framework for personal mobility devices, led primarily by the Western Australian Transport Minister and Department of Transport and Major Infrastructure.

Recommendation 11**Page 73**

That the State Government continues to advocate for Commonwealth-led reform, including the development of national standards for all personal mobility devices which are enforced at importation.

Finding 58**Page 75**

Definitions and specifications regarding product type, weight, and usage limitations of personal mobility devices vary across Australian states and territories, which industry stakeholders say is challenging in terms of ensuring quality products into the market and is creating confusion for importers, retailers and consumers.

Finding 59**Page 75**

E-rideables are treated like bicycles under the Road Traffic Code, in relation to the rules governing use. However, e-rideables, particularly e-scooters, are significantly different from pedal cycles and e-bikes, with different safety risks and trauma resulting from incidents.

Finding 60**Page 75**

E-rideables are also regulated as motor vehicles under the *Road Traffic Act 1974* but exempt from licencing and registration requirements unless non-compliant with the definition of an e-rideable.

Finding 61**Page 76**

Non-compliant e-rideables and e-bikes fall somewhere between compliant e-rideables and mopeds/motorcycles. At law, they are treated as motorcycles, which means that unless they are licensed for road use (which is generally not possible given their design), they are subject to the same penalties and provisions as unregistered motorcycles. However, purchase and possession of them is not in itself illegal, nor is their use on private land.

Recommendation 12**Page 76**

That the State Government undertake a review of state legislation governing the classification of e-rideables and e-bikes with a view to redefining them under a new vehicle category. This should be done in a way that facilitates the collection of data for reporting purposes.

Finding 62**Page 79**

Mandating a maximum weight and length of a device in isolation from other considerations overlooks the fact that heavier devices may be safer due to the inclusion of extra features which promote safety.

Finding 63**Page 79**

Some stakeholders argue that the current weight and length limits for privately owned e-rideables are out of step with the evolution of technology and safety expectations. Heavier and larger models now used in public shared schemes are stable, well-designed, and include safety-enhancing technology.

Recommendation 13**Page 79**

That the State Government update the definition of e-rideable in line with the recommended review of current classifications (see Recommendation 18) ensuring consistency in the regulation of privately owned and shared scheme e-rideables.

Finding 64**Page 81**

The speed at which an electric mobility device can travel is critical in terms of collision avoidance and severity of crash impact, with an exponential risk increase at higher speeds.

Finding 65**Page 81**

Faster and more powerful electric mobility devices could play an important transport role when regulated appropriately and with the provision of appropriate infrastructure.

Finding 66**Page 84**

Speed and battery modifications which render devices unsafe and non-compliant are increasingly observed and reported.

Finding 67**Page 86**

The introduction of common standards at the national level could include anti-tampering provisions which make it illegal for a retailer to sell a device for private use with a tacit understanding that the consumer will modify it and ride on public roads and paths. Factory-installed anti-tampering features could also be required to prevent any post-manufacture modifications.

Recommendation 14**Page 86**

That the State Government advocate that the Commonwealth Government include anti-tampering mechanisms in vehicle design standards for personal mobility devices, mandated at the point of manufacture and enforced on importation.

Recommendation 15**Page 86**

That the State Government ensure that device modifications are prohibited by law under anti-tampering provisions. This should include a penalty for retailers who provide advice on, or otherwise assist in, device modification.

Finding 68**Page 91**

The use of non-compliant e-mobility devices, particularly e-scooters and e-bikes which can reach speeds well above 25 km/h without the design characteristics and safety features required to mitigate risk, is frequently observed. This increases the risk of serious injury and is a cause for concern.

Finding 69**Page 91**

A range of inquiry stakeholders, across government and industry, expressed support for creating a category of personal mobility device which is more powerful, faster and heavier, capturing those devices which are currently unregulated but nonetheless widely used.

Finding 70**Page 91**

There is an understanding that legalising heavier, faster and more powerful devices would require a shift in perception and regulation, necessitating consideration of more prescriptive regulation such as rider licensing, device registration, insurance and device standards.

Recommendation 16**Page 91**

That the State Government revise the classifications of e-mobility devices, providing for a category which can travel between 25 km/h to 45 km/hr with the following qualifications:

- electric mobility devices on which the rider stands are not permitted
- use on footpaths and shared paths is not permitted
- their design includes mandated safety features.

Chapter 7 – Registration, licencing and insurance**Finding 71****Page 97**

Around the world, there are a range of examples where licencing and registration are used for e-scooters and e-bikes; some apply only to faster and heavier devices while others include all devices. Many jurisdictions do not require any licencing or registration.

Finding 72**Page 97**

Registration and licencing requirements enable traceability of devices and riders to assist enforcement as well as access to compulsory third-party insurance. If an educative component is included it could also allow the evaluation of rider skill and risk appetite.

Finding 73**Page 97**

Registration and licencing requirements can provide a disincentive for use, limit access, impose a bureaucratic burden and be difficult to enforce.

Finding 74**Page 99**

Identification of a device for safety and enforcement purposes can be achieved simply by a smart label or compliance plate which is linked to an individual through a simple registration process.

Finding 75**Page 100**

There is some support for only licencing devices which are more akin to mopeds and small vehicles, which have a speed range between 25 km/h to 45 km/h and are larger and more powerful than current classifications of e-rideables and e-bikes.

Recommendation 17**Page 100**

That the State Government mandate compliance labelling for all personal mobility devices, consistent with any developments at the national level relating to vehicle, product and/or information standards and regulation. Compliance labels should be affixed to all devices and be highly visible. It should be an offence to remove them, with appropriate penalties prescribed for non-compliance.

Recommendation 18**Page 100**

That the State Government, when reviewing the current classification of e-rideables and e-bikes, also investigate commensurate licencing and registration requirements for each category of device:

- For devices speed-limited to 25 km/h—minimal, one off, registration at point of sale to log device compliance and ownership details. Registration should be personal to the owner and identify both the owner and the device. Compliance labelling would be applied as described in Recommendation 14. A change of ownership should require update of registration details.
- For faster and heavier devices able to travel up to 45 km/h—registration of the device and licencing of the owner, with access to compulsory third-party insurance (CTP) cover. An annual registration should be required similar to other road vehicles.

Finding 76**Page 102**

Limited insurance options for e-rideables and e-bikes mean that riders or pedestrians are unlikely to be covered in the event of an injury; and in the event of death, their family is unlikely to be adequately compensated.

Finding 77**Page 103**

Under the current regulatory framework, e-rideables and e-bikes fall outside the scope of the compulsory third-party (CTP) insurance scheme. Licensed e-dirt bikes used on public roads are covered by CTP insurance.

Finding 78**Page 103**

E-rideables and e-bikes are not subject to the same level of regulatory oversight as motor vehicles licensed for road use. The Insurance Commission of WA claims this makes them unsuitable for compulsory third-party (CTP) insurance coverage.

Finding 79**Page 104**

Shared schemes provide limited insurance cover to riders. Cover is provided only when users comply with legislative requirements such as minimum age, mandatory helmet use and single rider provisions, and there is no coverage if the rider causes injury to someone else.

Finding 80**Page 105**

There is no legal obligation for owners of private e-rideables or e-bikes to hold third-party or personal accident insurance, and there are limited insurance options available for these devices.

Finding 81**Page 107**

A wide range of stakeholders want to see greater insurance coverage for e-rideables in some form, with a key concern being that no-one should be left uncompensated after an accident. While there are diverse views on how an e-rideable insurance scheme should take shape, most stakeholders agree any insurance scheme should be mandatory.

Recommendation 19**Page 107**

That the State Government consider how compulsory third-party insurance might cover electric mobility devices under a revised classification structure (see Recommendation 18).

Chapter 8 – Rules, penalties and enforcement

Finding 82

Page 111

A review of the e-rideable regulatory framework undertaken by the Road Safety Commission in May 2025 found that Western Australia’s e-rideable laws are generally well supported and achieve a good balance between enabling the use of these devices and ensuring the safety of riders and other path and road users. However, in the Committee’s view this finding has been superseded by recent developments and the findings of this inquiry which suggest a need for legislative reform.

Finding 83

Page 114

There is a concerning lack of compliance with e-rideable and e-bike road rules, in particular:

- not wearing a helmet
- speeding
- more than one person on a device (‘doubling up’)
- intoxication
- use of devices by children and young people under the age of 16
- the use e-bikes and e-scooters which are unsafe due to being modified and/or non-compliant.

Finding 84

Page 115

Advice received from the WA Police Force and Department of Transport and Major Infrastructure is that the helmet standard for e-rideables, which is the same as for bicycles (AS 2063), is not appropriate. There is evidence to suggest that the risk of serious head trauma is higher for e-rideables than bicycles, with injuries more akin to those sustained in motorcycle incidents.

Recommendation 20

Page 115

That the Minister for Road Safety review the helmet standard for e-rideables with a view to requiring a standard that is more suitable for e-rideables.

Finding 85

Page 116

There are many accounts of e-riders exceeding the permitted speed limit of 10 km/hr on footpaths and 25 km/hr on shared paths and roads.

Recommendation 21**Page 116**

In reviewing the regulatory framework governing e-rideables, the State Government should ensure that speed limiting technology is mandated in vehicle design standards for e-rideables. The State Government should also advocate for its inclusion in national standards when they are developed by the Commonwealth.

Finding 86**Page 117**

Young people are particularly likely to be seen riding an e-scooter carrying more than one person. This contravenes the road rules and exacerbates the risk of serious injury.

Finding 87**Page 117**

There is a high prevalence of intoxication in rider presentations to emergency departments following e-scooter incidents, suggesting that public education is needed to raise awareness about drinking and riding.

Finding 88**Page 122**

Frequent observations of dangerous riding by children and young people include riding with more than one person on the device, riding without a helmet and demonstrating a poor understanding of the traffic environment.

Finding 89**Page 122**

Children and young people have not yet cognitively developed to the level required to safely ride a vehicle on public infrastructure. They lack motor skills, road awareness and the decision-making abilities needed to handle a fast-moving vehicle.

Finding 90**Page 122**

Many parents appear unaware of (or at the worst are disregarding) the age limit for the use of e-rideables. They also seem to be unaware of the increased safety risks associated with children under the age of 16 using e-rideables.

Recommendation 22**Page 122**

That the State Government initiate a consultation process with children and young people to better understand the underlying factors influencing their use of e-rideables and e-bikes. This should be undertaken with a view to implementing effective strategies to encourage compliance and safe riding within this cohort. It should also seek to understand how legislative changes enacted as a result of recommendations made in this report might impact children and young people.

Finding 91**Page 125**

'Ride outs' are a recent development involving large groups of children and young people riding (usually non-compliant) e-bikes and e-scooters in Perth suburbs, filming themselves and posting on social media. Ride outs are becoming increasingly antisocial, frightening members of the public.

Finding 92**Page 125**

The only enforcement option open to the WA Police Force in dealing with ride-outs, which typically involve under-age riding and non-compliant devices, is seizure and confiscation of devices.

Finding 93**Page 128**

Currently e-bikes and e-rideables are not identified in any way and there is no record of ownership or compliance, which is a challenge for enforcement of the road rules and is hampering efforts to police anti-social and criminal behaviour.

Finding 94**Page 129**

There are inconsistent drink and drug driving provisions applying to e-rideables under the current regulatory framework, which is creating issues for law enforcement officers.

Recommendation 23**Page 129**

That the Minister for Road Safety ensure that e-rideables are removed from legislative provisions under the *Road Traffic Code 2000* which apply to riding under the influence of alcohol and drugs, allowing them to be treated consistently as a motor vehicle under the *Road Traffic Act 1974*.

Finding 95**Page 130**

The penalty applicable to underage riders is not acting as a deterrent, and in fact, is not being enforced due to WA Police Force policy. Police officers are prohibited from infringing a person under 14 years old and have adopted a policy position which extends the application of this rule to 16 years of age in line with the age mandated for operating a motor vehicle.

Recommendation 24**Page 130**

That the Minister for Road Safety, as part of the review of current penalties (see Recommendation 26) include provisions which mean that if a person under the age of 16 is apprehended riding an e-rideable or e-bike, liability rests with the registered owner with appropriate penalties prescribed.

Finding 96**Page 131**

The penalties for e-rideable offences in Western Australia are commensurate with bicycle offences and range from \$50 to \$100 fines. They are significantly lower than the penalties for similar offences in other jurisdictions.

Recommendation 25**Page 132**

That the Minister for Road Safety review and increase current penalties for e-rideable offences to reflect the increase in e-rideable use and the risks associated with non-compliance. Where appropriate, penalties should be aligned with similar offences in other jurisdictions. Under a future regulatory framework these penalties should be aligned with the regulation of all electric mobility devices.

Chapter 9 – Public education**Finding 97****Page 134**

There is a clear and demonstrated need for comprehensive public education on the use of e-rideables, including road rules and safety risks, and including how motorists and pedestrians can interact safely with e-rideables and e-bikes.

Finding 98**Page 135**

Education initiatives and advertising campaigns on e-rideables delivered to date have not been entirely successful in promoting safe rider behaviour.

Recommendation 26**Page 135**

That the Minister for Road Safety work with other relevant portfolios to roll out a high-profile road safety media campaign on e-rideable road rules, safety risks, and rider courtesy. Visuals should include showing how severe injuries can result when laws are not followed.

Finding 99**Page 137**

The Department of Education facilitates the delivery of road safety education programs to schools; however, this does not include education on the use of e-rideables or e-bikes.

Finding 100**Page 137**

The Road Safety Commission has engaged WestCycle to deliver e-rideable education to schools but has only provided funding for delivery of 20 sessions. This program should be delivered more widely across the education system.

Recommendation 27**Page 137**

That the State Government boost funding for the delivery of e-rideable education across all schools in Western Australia, including continued and expanded delivery of the WeRideAble program.

Recommendation 28**Page 138**

That the State Government incorporate e-rideable and e-bike awareness into school programs such as Keys4Life, the Drive Safe handbook, and the driver's licence theory test in Western Australia.

Recommendation 29**Page 138**

That the State Government consider implementing a rider skill test as part of any future registration and licencing requirements for electric mobility devices.

Recommendation 30**Page 139**

That the State Government provide ongoing education including by way of public awareness campaigns on lithium-ion battery safety. This should include

- the importance of buying quality and compliant devices
- undertaking certified repairs
- installing suitable smoke alarms
- avoiding direct sunlight when storing electric powered devices.

Recommendation 31**Page 140**

That the State Government, as part of delivering all recommended education initiatives and training programs, ensure that they are regularly evaluated to measure effectiveness.

Finding 101**Page 141**

There is no training required before using an e-rideable, in spite of the fact that it is a motorised vehicle requiring a unique skillset to operate.

Finding 102**Page 141**

Evidence shows that a high percentage of e-scooter collisions occur during first time use.

Recommendation 32**Page 141**

That the State Government provide publicly available rider training programs for e-rideables, including an online training course on the theory of e-rideable road rules and safety.

Finding 103**Page 144**

In Western Australia retailers of e-mobility products are not required to supply information or ensure product compliance at point of sale; and therefore, no penalties apply for selling products that are non-compliant with the definition of e-rideable or e-bike.

Finding 104**Page 144**

Regulation of personal mobility devices at the point of sale for those products bought from a retailer in Western Australia could be used to control product quality, enforce compliance, and educate buyers on safety and legal requirements.

Recommendation 33**Page 144**

That the State Government amend consumer protection legislation to mandate certain responsibilities for retailers at the point of sale, including:

- ensure proof of compliance with current standards
- check the buyer is over 16
- provide prescribed information such as warnings about the risks and penalties for modifications.

Terms and Definitions

Electric powered mobility device (e-rideable) is a Western Australian term, which includes e-scooters, e-skateboards, hoverboards, e-skates, and e-unicycles (see Appendix Five for more detail). It does not include e-bikes.

Personal mobility device (PMD) means the same as e-rideable, but with some variation in allowable dimensions. PMD is the term used by the Commonwealth (and some other states) and is defined in the Australian Road Rules.³ Like the term e-rideable, it does not include e-bikes.

Electric bicycle (e-bike) is used when referring to an e-bike as defined in either Commonwealth⁴ or Western Australian legislation (see Appendix Five for more detail on WA definitions).

Electric mobility device (eMD) includes PMDs/e-rideables as well as e-bikes and is used when referring to all of these as a wider category of device. This term has been recently adopted by Infrastructure and Transport Ministers' Meetings (ITMM)⁵ in developing a framework for national regulation. It is intended to include all devices, including existing and future PMDs, e-rideables and e-bikes.

Non-compliant (non-conforming, illegal) is used to describe a device which does not fit the definition of e-rideable (Western Australia), PMD (Commonwealth) or e-bike. It can refer to an eMD which was never compliant, or one that was compliant at the point of sale but has been modified with the effect of rendering it non-compliant. Some evidence refers to these as 'illegal' or 'illegally modified'. The Department of Transport and Major Infrastructure uses the term 'non-conforming' to describe these devices.

Electric dirt bike (e-dirt bike) refers to a particular type of electric powered motorcycle which is designed to be used off-road in rough terrain. In Western Australian these can be registered for off-road use in designated areas (see Appendices Five and Six for more detail).

3 *Australian Road Rules*, (Commonwealth), Dictionary (rule 4).

4 *Australian Road Rules*, (Commonwealth), Dictionary (rule 4) under the definition of 'bicycle', which includes electrically power-assisted cycle within the meaning of vehicle standards determined under the *Road Vehicle Standards Act 2018* (Commonwealth).

5 Infrastructure and Transport Ministers' Meetings (ITMM) facilitate collaboration between Commonwealth, state, territory and local governments to address transport and infrastructure issues requiring cross-border cooperation in the establishment of regulation, policy and standards – see <[Infrastructure and Transport Ministers' Meetings | Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts](#)>.

Principal shared path (PSP) Is a high standard shared path primarily provided for regional commuter bicycle trips, though it serves many local destinations along the way. It offers a high level of safety due to its high standards and separation from motor traffic.⁶

Bicycle path means a path devoted to the exclusive use of pedal cycles.⁷ This includes e-bikes.

Path is used when referring generally to all paths, including PSPs, bicycle paths or footpaths.

6 Main Roads WA, *Glossary of Technical Terms*, accessed 27 November 2025, <[Glossary of Technical Terms | Main Roads Western Australia](#)>.

7 *ibid.*

Chapter 1

Background to the inquiry

Inquiry into e-rideable regulation and safety

Inquiry referral – June 2025

- 1.1 On 18 June 2025 the Legislative Assembly agreed to a motion moved by the Minister for Road Safety to refer an inquiry to the Community Development and Justice Standing Committee (the Committee) on the safety, regulation and penalties associated with the use of electric powered personal mobility devices (e-rideables).
- 1.2 The referral followed the tragic death of Thanh Phan who was hit by an e-scooter in the Perth CBD in May 2025. The e-scooter involved was a hired device ridden in a busy pedestrian area, with the rider illegally carrying a passenger and riding, while intoxicated. Mr Phan is believed to be the first death of a pedestrian from an e-scooter incident in Western Australia (WA).⁸ In addition, since 2022, there have been 12 e-scooter rider fatalities and one e-bike fatality in WA reported by news media.⁹
- 1.3 Following Mr Phan's death WA Police launched a policing blitz on e-scooter use, adopting an 'education through enforcement approach'.¹⁰ The City of Perth, City of Vincent, Kings Park and the Town of Cambridge suspended trials of e-scooter hire, pending the outcome of the Committee's inquiry.¹¹

A focus on e-scooter safety

- 1.4 In 2023 e-scooters were described as 'probably the largest and fastest-growing' type of micromobility vehicle.¹² They certainly appear to be the prevalent e-

8 Jessica Page, 'E-scooters could be banned from entertainment districts as part of overhaul to be considered by new inquiry', *The West Australian* (web-based), 14 June 2025 accessed 20 June 2025, <[E-scooters could be banned from entertainment districts as part of overhaul to be considered by new inquiry | The West Australian](#)>.

9 This is based on an online review of fatalities reported by the media. Main Roads WA data provided to the Committee shows one less fatality in 2024 than news reports.

10 Rebecca Peppiatt, 'Government launches e-scooter investigation after death of Perth dad', *WA Today* (web-based), 14 June 2025, accessed 20 June 2025, <[Government launches e-scooter investigation after death of Perth dad](#)>.

11 See paragraph 2.6 in Chapter 2.

12 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters*, European Transport Safety Council, February 2023, p. 3.

rideable used in WA. A recent observational study was carried out by the Western Australian Centre for Road Safety Research, where data was gathered at several points throughout the city. The study documented information about 4,931 e-riders and most of these were e-scooters (92 per cent).¹³ E-bikes are also thought to be growing in popularity in WA.

- 1.5 Australian research has shown a surge in e-scooter injuries as their popularity has grown. One study reported around three times as many Emergency Department e-scooter presentations compared to e-bikes and self-balancing devices. The same study shows e-scooter injury presentations as demonstrating the steepest increase in number between mid-2017 and mid-2023.¹⁴ Injuries may also be more serious than e-bikes. Health professionals in WA are seeing twice the incidence of severe head injuries sustained by e-scooter riders compared to bike riders.¹⁵
- 1.6 In spite of this, e-scooters remain popular, although public opinion is divided. It is true that in comparison to larger motor vehicles, available data shows that e-scooters account for a much smaller number of serious injuries and fatalities. Data also shows e-rideable injuries and fatalities as less than bicycles and far less than motorcycles. It should be noted however that these comparisons are based on Main Roads WA data and as outlined in Chapter 3, this data is believed to be underreported. Therefore, the Committee has given more weight to the evidence of medical professionals who are gravely concerned about the increase and severity of e-scooter injuries.
- 1.7 During the second half of 2025, as the Committee began its investigations, media reports on e-scooter and e-bikes fatalities around Australia grew, focusing attention on the safety risks of these eMDs. In WA, two more e-scooter riders died, in July¹⁶ and October.¹⁷

13 Road Safety Commission, *Review of the eRideable Road Rules*, Government of Western Australia, Perth, May 2025, p. 16.

14 There were: 1,680 ED presentations related to e-scooter injuries, 534 related to e-bike injuries and 564 related to self-balancing e-device injuries. The steepest increase in injuries was for e-scooters (from 0.3 to 14.9 per 100,000 population), e-bike injury rates increased from 0.2 to 3.4, and self-balancing device injury rates remained stable at around 1.5 to 1.6. Found in: Monash University Accident Research Centre, 'Injuries associated with e-scooters, e-bikes and other e-micromobility devices: 2016 to 2023', *Hazard*, No 93, September 2024, p. 4.

15 Submission 159, Department of Health, p. 2.

16 Caitlin Vinci, 'E-scooter rider dies after shocking collision with truck', *West Australian*, 9 July 2025, p 8; Caleb Runciman, 'Blanch says e-scooter rider was travelling at high speed before fatal crash', *West Australian*, 10 July 2025, p 10.

17 'Man dies in e-scooter crash on Perth roads', *WA today* (web-based), 20 October 2025 (first published 17 October 2025), accessed 29 October 2025, <[Man dies in e-scooter crash](#)>.

- 1.8 Along with this, reports of anti-social behaviour by children and young people riding (mostly non-compliant) e-bikes and e-scooters have highlighted enforcement challenges facing the WA Police. Enforcement efforts, including seizures of non-compliant e-scooters and e-bikes, were stepped up as police continued to grapple with this problem.
- 1.9 While e-scooter safety has been a key focus for this inquiry, the Committee notes that other eMDs carry risk. To date, there haven't been as many e-bike fatalities in WA; however, they are increasingly reported around Australia as cheap imports and modified e-bikes become more widely used. In most cases where fatalities occur, the e-bike has been modified to achieve speeds that are unsafe given its structure and design.¹⁸
- 1.10 The inquiry terms of reference directed the Committee to look in particular at the regulatory regime governing the use of shared scheme e-scooters, prompted by the death of Mr Than in June and the involvement of a shared e-scooter. The regulation of shared and privately owned e-rideables is largely the same, except for minor differences in the limits for dimensions and weight. Therefore, the Committee has considered the regulation of all e-rideables and made recommendations for reform without distinction. It does not recommend separate regimes for private and hire eMDs.

Expansion of inquiry scope to include e-bikes and e-dirt bikes

The Edgewater tragedy

- 1.11 In July, just over a month into the conduct of the inquiry, an e-dirt bike ridden illegally by a 17-year-old boy struck and killed a 59-year-old woman in a park in Edgewater, in Perth's northern suburbs.
- 1.12 Some non-compliant e-bikes that are increasingly seen on public roads and paths around Australia look similar to e-dirt bikes. There was some initial speculation as to whether the electric powered bike involved in the Edgewater incident was a non-compliant e-bike. And if so, whether the safety and regulation of e-bikes should be investigated by the Committee as part of its inquiry into e-rideables.
- 1.13 The Minister for Road Safety, Hon. Reece Whitby MLA, speaking to the media following the incident stated that he was considering asking the Committee to expand the scope of the e-rideable inquiry to include e-bikes.¹⁹ On 30 August

18 'Ep 41: Riding for a Fall, Jaws of Strife', *9Now 60 Minutes Australia* (web-based), 16 November 2025, <[Watch 60 Minutes - Season 2025 - Ep 41 Riding for a Fall, Jaws of Strife | 9Now](#)>.

19 Nicolas Perpetch and Mya Kordic, 'WA government broadens scope of e-rideable inquiry following woman's death in dirt bike incident', *Australian Broadcasting Corporation* (web-

2025 the Committee considered a letter from the Minister for Road Safety outlining this request and resolved to expand the inquiry scope.²⁰

- 1.14 This was subsequently confirmed by a motion agreed to in the Legislative Assembly, moved by the Minister for Road Safety. The motion made clear that not only were e-bikes to be included in the Committee's investigations, but also that e-dirt bikes were to be expressly considered.²¹

The Committee's approach to e-bikes and e-dirt bikes

- 1.15 Under WA legislation, there are separate vehicle categories for e-rideables, e-bikes (included in the definition of bicycle) and e-dirt bikes (included in the definition of motorcycle).
- 1.16 All three of these types of vehicles are electric powered and so are almost silent; they can also reach high speeds very quickly. These features contribute to significant safety risk to the community when used illegally. In the face of an increasing use of unregistered electric powered devices, which are fast, silent, and untraceable, WA Police are facing a number of difficulties in enforcement. There are particular challenges in relation to the illegal use of these eMDs by children and young people.
- 1.17 The inquiry terms of reference focus on the safety and regulation of e-rideables. They are also generally relevant to e-bikes which are like e-rideables in many respects, and subject to a similar regulatory regime. In WA, legal e-bikes are pedal-assisted and need human power to move. Like e-rideables, e-bikes must comply with certain dimensions and power specifications, and must be speed-limited to 25 km/h. Neither are subject to an Australian design standard.
- 1.18 Electric motorcycles (including trailbikes and dirt bikes) are not e-bikes. Electric motorcycles are subject to laws regulating traditional petrol-powered motorcycles, which is a separate and distinct vehicle category to that of e-bikes and e-rideables. For road use, electric motorcycles require registration and a motorcycle licence and are covered by comprehensive third-party (CTP)

based), 28 July 2025, accessed 1 November 2025, <[WA government broadens scope of e-rideable inquiry following woman's death in dirt bike incident - ABC News](#)>.

20 Peter Rundle MLA, Chair, Community Development and Justice Standing Committee, *Inquiry into the safety, regulation and penalties associated with the use of electric powered personal mobility devices (eRideables): Extension of inquiry scope to include e-Bikes*, media release, 30 August 2025.

21 Hon Reece Whitby, Minister for Road Safety, Legislative Assembly, *Hansard*, 13 August 2025, pp. 2173-2175.

insurance. Riders must adhere to all the road rules applicable to motorcycles when used on public infrastructure.

- 1.19 Off-road motorcycles (e.g. trail bikes, quad bikes, dirt bikes) which are not licensed for road use can be registered for a permit to use in designated off-road areas like Lancelin, York, and Ledge Point. Many off-road motorcycles are able to be registered for road use as they are designed and manufactured in accordance with Australian standards.²²
- 1.20 Non-compliant e-bikes and e-rideables include those that are modified to travel faster than 25 km/h or, in the case of e-bikes, do not require pedal assistance. They are treated as unlicensed motorcycles under the law, which means they require registration and a motorcycle licence to ride. However, these e-bikes and e-rideables are not designed to be compliant with motorcycle standards and, in reality, would not meet the requirements for registration. Therefore, there is no path to legality for those devices.
- 1.21 For the most part, the inquiry terms of reference were unsuited to an investigation of matters relating to the motorcycle category of vehicle, and the timeframe for reporting to the Legislative Assembly did not allow for separate investigation under additional terms of reference.
- 1.22 It is the view of the Committee that any inquiry into the safety and regulation of electric motorcycles would need to be adequately scoped with appropriate terms of reference drafted. For this reason, the Committee has reported on matters relating to e-dirt bikes only so far as they are relevant to this inquiry and its terms of reference. It may be appropriate for the State Government to consider investigating issues relating to the use of electric motorcycles in the future.

The rise of e-mobility and challenges for regulation

International

- 1.23 In 2017 a shared public e-scooter business was launched by Bird Rides in Santa Monica, USA, without city approvals, creating tension in the community and headaches for regulators. An article from *The Guardian* in 2018 (Box 1.1) provides an insight into their reception by the community and the authorities.
- 1.24 Since then, the popularity of e-scooters and other e-mobility options has grown world-wide. Between 2017 and 2019, cities around the world grappled with how

22 The Australian Design Rules (ADRs) contain information on which vehicle standards are based as set out under the Australian Vehicle Standards Rules.

to regulate e-scooters.²³ Challenges posed include the swift flooding of the market in response to demand, equally swift technology development and the fact that inconsistencies arose between other jurisdictions sharing the same laws.²⁴

- 1.25 E-bikes were also gaining in popularity by 2020, with a large number being sold around the world. Their popularity increased during the COVID pandemic, as they provided an alternative to public transport. In Australia, e-bike sales increased 800 percent in five years. It was suggested that e-bikes could outsell motor cars in Europe by 2031.²⁵

Box 1.1: Excerpt from The Guardian - April 2018

Bird, a startup run by former Uber executives, launched the scooters in Santa Monica last September. Hundreds were deposited around the city overnight; the devices so ubiquitous people literally tripped over them.

They have thrilled, bemused and aggravated – feelings San Francisco, San Jose, Austin and Washington DC are now experiencing as scooters from Bird and two other startups, LimeBike and Spin, hit their streets, with dozens more cities due to receive them this year.

A full-scale backlash is under way in San Francisco, where some scooters have been tossed into trash cans and lakes. The city attorney has threatened to impound scooters, calling them dangerous, unlawful and examples of tech arrogance. City Hall is exploring ways to regulate the devices.

With a global market in their sights, the scooter startups are pushing back.

Bird comes armed with \$115m (£80.3m) in investment funding and seems to take the Uberesque, hard-charging stance on regulation that it is better to seek forgiveness than permission. A tangle with Santa Monica officials earned a criminal complaint and hefty fine.

“The demand is huge. We’re looking to reach more than 50 markets this year and eventually have Birds all over the world,” says Stephen Schnell, the company’s vice president of operations, noting that Britain is on the company’s radar. “We try to pick cities that have bicycle lane infrastructure.” [...]

Few wear helmets in Santa Monica. It is common to see children riding scooters, two people on one scooter, parked scooters cluttering sidewalks and moving scooters scattering pedestrians on sidewalks. San Francisco residents have joined Santa Monicans in venting on social media.

Riders are supposed to be licensed drivers, helmeted and are meant to ride on streets, preferably in bicycle lanes. Users need a driver’s licence to download the app and upon request Bird sends free helmets. Still, improper use abounds. According to a city spokesperson, so far Santa Monica has recorded 11 accidents, some serious, 328 citations and 694 traffic stops.

Irked that Bird launched with little or no warning, city authorities filed a criminal complaint over lack of business licences and vendor permits. Both sides settled in February, with Bird promising to seek the licences and to pay more than \$300,000 in fines.

Source: Rory Carroll, 'Are ride-share electric scooters the future of urban transport?', *The Guardian* (web-based), 25 April 2018, accessed 27 October 2025, <[Are ride-share electric scooters the future of urban transport? | Cities | The Guardian](#)>.

23 Business School and School of the Environment, *E-Scooter Movement Data Analysis*, The University of Queensland, Brisbane, May 2025, p. 8 (in Submission 141, The University of Queensland Micromobility Cluster).

24 *ibid*, p. 9.

25 Monash University, *The changing face of urban mobility: The rise of electric scooters and e-bikes*, 6 October 2021, accessed 5 August 2025, <[Changing urban mobility: The rise of electric scooters and e-bikes – Monash Lens](#)>.

Australia

- 1.26 In Australia, e-scooters were introduced in 2018 in Brisbane when a shared scheme was established and from there hire schemes expanded across various Australian cities. The adoption of e-mobility for daily commuting and recreational activities in Australia was rapid, with e-scooters becoming particularly popular in cities where they were legal. Along with this was the 'notable' economic impact of e-scooters, from direct spending on e-scooter rentals and purchases and other indirect benefits.²⁶
- 1.27 On a darker note, injuries and fatalities, again mostly from e-scooter use, also increased.²⁷ In 2020 the National Transport Commission drafted a Decision Regulation Impact Statement: a policy proposal 'to address the barriers in the Australian Road Rules (ARRs) that prevent the safe and legal use of personal mobility devices (PMDs).'²⁸
- 1.28 At the time there was 'anecdotal evidence' that even in states where they were not currently permitted, PMDs (or e-rideables, to use current WA terminology) were being widely used by people very likely unaware of their illegality.²⁹ Rapidly evolving technologies and cheaper, lighter batteries, particularly lithium-ion batteries, were making smaller forms of transport viable and new designs were being seen on the market.³⁰
- 1.29 In 2021 the NSW Productivity Commission reported that despite PMD use in that state being restricted to private property, innovation was continuing to feed the market and the availability of PMDs and their use in public was increasing. The Commission noted that:

Devices capable of speeds of up to 100km/hr are now available in shops and online in NSW, presenting safety risks in the absence of appropriate regulation.³¹

26 Ernst & Young, *The Australian Cycling and e-Scooter Economy in 2022*, We Ride Australia, 10 November 2023.

27 Monash University, *E-micromobility is booming, but so are injuries*, 19 February 2025, accessed 14 November 2025, [E-micromobility is booming, but so are injuries – Monash Lens](#)

28 National Transport Commission, *Barriers to the safe use of personal mobility devices: Decision Regulation Impact Statement*, NTC, Melbourne, August 2020, p. 2.

29 *ibid.*, p. 3.

30 Monash University, *The changing face of urban mobility: The rise of electric scooters and e-bikes*, 6 October 2021, accessed 5 August 2025, [Changing urban mobility: The rise of electric scooters and e-bikes – Monash Lens](#).

31 New South Wales Productivity Commission, *Research and Discussion Paper: Regulating emerging technologies*, New South Wales Treasury, Sydney, November 2021, p. 9.

- 1.30 In May 2021, the National Transport Commission developed an overarching regulatory approach to the use of PMDs to inform states and territories in legislating for their use.^{32 33}

Western Australia

- 1.31 In December 2021, the WA State Government introduced regulation to address the increased use of e-scooters and other devices and promote their safe use.³⁴ Rules were consistent with the model rules developed by the National Transport Commission.³⁵

- 1.32 Since then, the use of e-rideables has continued to increase. While sales data is limited:

broader trends and indicators from the retail sector suggest there has been a significant increase in uptake over the past five years, particularly since the laws permitting the use of eRideables on public roads and paths in WA came into effect in December 2021.³⁶

- 1.33 A 2024 survey conducted by the WA Department of Transport and Major Infrastructure showed 10 per cent of the population sampled used an e-scooter. This was an increase from four per cent in 2023.³⁷

- 1.34 A recent study found that WA, like most other Australian jurisdictions, has focused on regulating rider behaviour (speed limits, helmet requirements, age restrictions, penalties for non-compliance). There has been little attention on integrating eMDs into the broader transport system, adapting infrastructure and facilitating safe public transport carriage. Nor has there been comprehensive engagement with the private sector (for example, hire companies and retailers).³⁸

- 1.35 Around Australia legislators and policymakers have struggled to keep abreast of technological advances and the use of eMDs which sit outside the regulatory

32 Monash University, *The changing face of urban mobility: The rise of electric scooters and e-bikes*, 6 October 2021, accessed 5 August 2025, [Changing urban mobility: The rise of electric scooters and e-bikes – Monash Lens](#).

33 National Transport Commission, *Barriers to the safe use of personal mobility devices - Project Overview*, undated, accessed 18 November 2025, [Innovative vehicles | National Transport Commission](#); National Transport Commission, *Barriers to the safe use of personal mobility devices – Decision Regulation Impact Statement*, August 2020, [NTC-Decision-RIS-PMDs.pdf](#).

34 Submission 156, Road Safety Commission, p. 2.

35 *ibid.*

36 Submission 194, Department of Transport and Major Infrastructure, pp. 6-7. Data collected through the General Population Survey.

37 *ibid.*, p. 7. Data collected through the General Population Survey.

38 Carey Curtis, Xiao Ma, Louise Reardon, Crystal Legacy, John Stone, 'Micro-mobility: A Policy Vacuum in Australia', *Urban Policy and Research*, vol. 43, no. 2, 13 June 2025.

framework. Like WA, both New South Wales and Queensland have initiated state parliamentary inquiries in response to concerns about the safe use of eMDs in their respective jurisdictions.

- 1.36 The Portfolio Committee No. 6–Transport and the Arts in the NSW Parliament was the first to undertake an inquiry into the use of e-scooters, e-bikes and related mobility options. The Committee reported in February 2025³⁹ and a government response to the report recommendations was tabled in May 2025.⁴⁰
- 1.37 The State Development, Infrastructure and Work Committee in the Queensland Parliament is currently examining the safety, regulation and future use of e-mobility. The Committee is due to report in March 2026.⁴¹
- 1.38 As 2025 draws to a close, technological advancements continue to outpace the development of policy and regulation. Governments are being required to develop regulatory frameworks and build infrastructure that is safe for riders and other road and path users, while facing challenges in data collection and enforcement of road rules.

Benefits of e-mobility

- 1.39 For many people in the community, eMDs can be life improving. Many submissions received by the Committee canvassed their benefits, mostly with reference to e-scooters and e-bikes. These benefits are summarised here.
- 1.40 **An alternative for people in areas with few public transport options.**⁴² This is particularly the case in regional areas with limited public transport services.⁴³ The City of Geraldton told the Committee that as a small regional city with limited public transport, e-rideables offer an alternative to community members who do not have a car.⁴⁴

39 Portfolio Committee No. 6 – Transport and the Arts, *Use of e-scooters, e-bikes and related mobility options*, New South Wales Parliament, Sydney, February 2025.

40 Parliament of New South Wales, *Government response to Report No. 25 of Portfolio Committee No. 6–Transport and the Arts entitled "Use of e-scooters, e-bikes and related mobility options"*, tabled 13 February 2025, 12 May 2025, accessed 29 November 2025 <[Government response to Report No. 25 of Portfolio Committee No. 6 - Transport and the Arts entitled "Use of e-scooters, e-bikes and related mobility options", tabled 13 February 2025](#)>.

41 Parliament of Queensland, *Inquiry into e-mobility safety and use in Queensland*, accessed 27 November 2025, <[Committee Details | Queensland Parliament](#)>.

42 Submission 156, Road Safety Commission, p. 9.

43 Submission 152, Westcycle Inc, p. 38.

44 Submission 109, City of Greater Geraldton, p. 3.

1.41 The City of Busselton also described how e-rideables are being adopted by commuters and recreational users where there are limited public transport options.⁴⁵

1.42 In Broome, e-scooters are widely used by the community and tourists as a replacement for public transport:

one thing you have got to understand with Broome is that we do not actually have public transport systems, so e-scooters are pretty much the way of getting around with our type of community. Everybody is on an e-scooter, and they are predominantly privately owned ones. However, the Beam scooters do get ... high usage as well, particularly in the tourist season.⁴⁶

1.43 **Mobility options for people who cannot afford the costs of car ownership.**⁴⁷ Given the lower cost of transport than cars, eMDs can be a feasible alternative.⁴⁸

1.44 **There may be some health benefits from being more physically active,** particularly when using an e-bike which requires some pedalling. Recent research found that e-scooter use may provide light physical activity when replacing sedentary travel such as driving but it is lower than moderate intensity active travel modes like walking and bike riding.⁴⁹ However, if replacing walking and bike riding, e-scooter use may negatively impact overall physical activity levels.⁵⁰

1.45 **Reducing greenhouse gas emissions from transport.**⁵¹ E-scooters and e-bikes produce lower direct emissions and have lower lifecycle emissions than internal combustion vehicles.⁵² Additionally, eMDs can reduce reliance on fossil fuel-powered vehicles.⁵³

45 Submission 128, City of Busselton, p. 3.

46 Aaron Ahtong, Manager, Environmental Health, Emergency and Rangers, Shire of Broome, *Transcript of Evidence*, 15 September 2025, p. 11.

47 Submission 159, Department of Health, p. 3; Submission 152, Westcycle Inc, p. 38.

48 Submission 156, Road Safety Commission, p. 9; Submission 151, Bicycle Industries Australia, p. 2; Submission 118, Australian Lawyers Alliance, p. 5; Submission 143, RAC WA, p. 7.

49 Submission 159, Department of Health, p. 3; Yi Wen, Christopher R. Cherry, David R. Bassett, Tanner Thorsen, Songning Zhang, Joshua T. Weinhandl, Candace E. Brakewood, 'Physical activity and muscle activity of riding electric scooters', *Journal of Transport and Health*, vol. 40, February 2025.

50 Submission 159, Department of Health, p. 3.

51 Submission 209, Engineers Australia, p. 1.

52 Submission 129, Zipidi, p. 41.

53 Submission 145, City of Kalgoorlie-Boulder, p. 4.

- 1.46 **A more environmentally friendly form of transport than cars.**⁵⁴ Compared to internal combustion engine motor vehicles—and even electric vehicles—eMDs produce significantly lower pollutants including noise and particulate matter.⁵⁵
- 1.47 **Increased adoption may support reducing road traffic congestion.**⁵⁶ However, the benefits of eMDs for reducing car use are limited as they tend to often replace walking or public transport.⁵⁷
- 1.48 **First/last-mile connections to public transport.**⁵⁸ Additionally, eMDs provide a flexible option for other short trips.⁵⁹
- 1.49 **Economic benefits can follow increased use.** By increasing accessibility, eMDs can support tourism economies and local businesses.⁶⁰ Beam Mobility told the Committee this is particularly the case in regional areas.⁶¹ The Shire of Broome described how e-scooters offer an option to access key tourist destinations in the region.⁶²
- 1.50 **Improving wellbeing and social inclusion,**⁶³ particularly in recreational use.⁶⁴ Hire e-scooter riders often reported using the devices for leisure and recreation, exploring cafes, restaurants and the city.⁶⁵
- 1.51 The Committee heard that e-bikes are beneficial for wellbeing. For example, the Silver Wheels Cycle Club told the Committee:

We are a senior’s cycle club and as our members age or experience health issues they are purchasing pedal assist E-Bikes to be able to continue riding for their physical and mental wellbeing ...

54 Submission 156, Road Safety Commission, p. 9.

55 Submission 143, RAC WA, p. 7.

56 Submission 159, Department of Health, p. 3;

57 Submission 164, Australasian College of Road Safety, p. 6.

58 Submission 155, City of Perth, p. 6; Submission 152, Westcycle Inc, p. 38; Submission 146, Lime, p. 4; Submission 81, See Sense, p. 2; Submission 129, Zipidi, p. 41; Submission 135, eMobility Australia Ltd, p. 7; Submission 143, RAC WA, p. 7; Submission 164, Australasian College of Road Safety, p. 6; Submission 123, Shire of Serpentine Jarrahdale, p. 2.

59 Submission 155, City of Perth, p. 6; Submission 152, Westcycle Inc, p. 38.

60 Submission 167, City of Stirling, p. 3; Submission 169, Beam Mobility, p. 5; Submission 123, Shire of Serpentine Jarrahdale, p. 2.

61 Submission 169, Beam Mobility, p. 6.

62 Submission 163, Shire of Broome, p. 2.

63 Submission 129, Zipidi, p. 42.

64 Submission 167, City of Stirling, p. 3.

65 Submission 150, Neuron Mobility Australia, p. 2.

The benefits for our physical and mental health in riding with a club and also with family is enormous ... E-Bikes enable seniors to ride more often, further and extend their cycling longevity.⁶⁶

1.52 One person described the positive impact riding an e-bike has had on her life:

I am a 52-year-old woman, and my e-bike has now become my main form of transport. I drive to work only a handful of times a year, and for most local trips I ride or walk ...

Owning an e-bike has absolutely changed my life for the better. It has improved my fitness, reduced my reliance on a car, and made commuting and local trips a joy rather than a chore.⁶⁷

1.53 In conclusion, these benefits must be realised without compromising public health or safety.⁶⁸ As the uptake of eMDs increases, there is some confidence that this can be achieved through effective regulation and education for users.⁶⁹

66 Submission 195, Silver Wheels Cycle Club, p. 1.

67 Submission 257, Felicity Nancarrow, pp. 1-2.

68 Submission 172, Australian Medical Association (WA), p. 4; Submission 156, Road Safety Commission, p. 9; Submission 140, Injury Matters, p. 1.

69 Submission 194, Department of Transport and Major Infrastructure, p. 19.

Chapter 2

Governance of shared schemes

E-scooter and e-bike hire in Western Australia

- 2.1 The first inquiry term of reference directs the Committee to look at the regulatory framework governing 'for hire' e-rideables and current compliance with existing regulations. The Committee identified two types of hire operations in Western Australia (WA):
- e-mobility shared schemes currently operated by Beam Mobility and Neuron Mobility under contractual agreement with local governments
 - locally based businesses (for example, tourism providers and e-bike retailers) that hire out e-bikes and e-scooters as part of their wider operations.
- 2.2 The regulatory framework applies equally, whether a device is for commercial use or privately owned (apart from some variation in design⁷⁰). The Western Australia Local Government Authority (WALGA) argues that this should not change, as having different rules for devices 'that all operate within the same environment would make the promotion and policing of the laws difficult.'⁷¹

Hire of e-bikes and e-scooters from local businesses

- 2.3 There are a number of local WA businesses that also hire out e-bikes and e-scooters from a business premises: some of these are listed at Appendix Nine.⁷² Their business model includes hire options as well as other goods and services, for example selling e-bikes and e-scooters. Some offer a rent-to-buy option. Some are tourism businesses providing tours and hire of equipment such as kayaks.
- 2.4 The Committee was not made aware of any specific regulatory issues relating to these hire operations. The legal and safety information provided on websites of

70 This is outlined in Chapter 6.

71 Submission 125, WALGA, p. 2.

72 This list is based on an extensive web search; however, it may not contain all business rental e-scooters and e-bikes in WA.

businesses reviewed by the Committee varies but appears to be generally aligned with current legislative provisions governing e-bikes and e-scooters.⁷³

E-mobility shared scheme providers

- 2.5 E-mobility share schemes now exist around the world and provide e-scooters (and e-bikes) for short term hire. Riders download a mobile phone app to find, unlock, and pay for them. Devices are GPS-enabled, allowing users to locate them on a map. The e-scooters are usually 'dockless' which means they do not need to be returned to a fixed location: they are picked up and dropped off from locations within the service area.
- 2.6 The following local governments have entered into arrangements with shared e-scooter providers in WA:
- City of Bunbury: Beam Mobility commenced in March 2020. The trial was halted shortly after commencement due to covid and was resumed in December 2021.⁷⁴
 - Shire of Esperance: Beam Mobility commenced in December 2021. Following the initial trial the Shire of Esperance awarded Beam Mobility a five-year permit for operations until December 2027.⁷⁵
 - City of Rockingham: Beam Mobility commenced in March 2022.⁷⁶
 - City of Stirling: Neuron Mobility commenced in 2022. In 2024 Beam Mobility were contracted to provide shared e-scooters.⁷⁷

73 Appendix Nine lists WA-based businesses that hire out e-scooters and e-bikes with a brief description of the services provided. This is based on an extensive web search; however, it may not contain all business rental e-scooters and e-bikes in WA.

74 Ailish Delaney, 'Bunbury locals & visitors to ride through CBD as popular Beam electric scooter trial returns before Christmas', *Bunbury Herald* (web-based), 8 December 2021, accessed 24 November 2025, <[Bunbury locals & visitors to ride through CBD as popular Beam electric scooter trial returns before Christmas | Bunbury Herald](#)>.

75 'Beam e-scooters to remain in Esperance until 2027', *Beam* (web-based), 28 November 2022, accessed 24 November 2025, <[Newsroom - Beam e-scooters to remain in Esperance until 2027](#)>.

76 'Beam targets Western Australia expansion, with first launch into metro Perth', *Beam* (web-based), 10 March 2022, accessed 24 November 2025, <[Newsroom - Beam targets Western Australia expansion, with first launch into metro Perth](#)>.

77 Submission 150, Neuron Mobility Australia, p. 1.

- Shire of Denmark: Beam Mobility commenced in December 2022.⁷⁸ Operations were extended in 2023 but paused in 2024.^{79 80}
- City of Albany: Beam Mobility commenced in October 2022.⁸¹ Operations were extended in 2023 but paused in 2024.⁸²
- Shire of Augusta Margaret River: Bird Rides commenced in March 2023.⁸³ The trial was ceased after 3 months.
- City of Greater Geraldton: Beam Mobility commenced in September 2022 and the arrangement with Beam Mobility has been extended to 1 January 2026.⁸⁴
- City of Kalgoorlie-Boulder: Bird Rides and Beam Mobility began operations in 2023. Bird withdrew from the Australian market at the end of 2023. Beam withdrew from Kalgoorlie in January 2025.⁸⁵
- Shire of Broome: Beam Mobility began in May 2023 and the arrangement with Beam Mobility has been extended to December 2026.⁸⁶
- City of Busselton: Neuron Mobility commenced in December 2022⁸⁷ and the arrangement has been extended.⁸⁸

78 Beam Mobility, *Beam commences e-scooter operations in Denmark*, 23 December 2022, accessed 24 November 2025, <[Newsroom - Beam commences e-scooter operations in Denmark](#)>

79 Georgia Campion, 'Shire of Denmark extends Beam e-scooter contract for 24 months in line with environment strategy', *Albany Advertiser* (web-based), 15 December 2023, accessed 25 November 2025, <[Shire of Denmark extends Beam e-scooter contract for 24 months in line with environment strategy | The Albany Advertiser](#)>

80 'E-scooters off the streets', *ABC News Great Southern* (web-based), 31 January 2024, accessed 1 December 2025, <[E-SCOOTERS OFF THE STREETS 🇺🇸 Beam... - ABC Great Southern | Facebook](#)>.

81 [Newsroom - Beam commences e-scooter operations in Albany tomorrow](#)

82 Georgia Campion, 'Beam e-scooters pause operations from January 30 in Albany due to 'local logistics circumstances'', *Albany Advertiser* (web-based), 31 January 2024, accessed 25 November 2025, <[Beam e-scooters pause operations from January 30 in Albany due to "local logistics circumstances" | The Albany Advertiser](#)>.

83 Zoe Keenan, 'Margaret River Scraps e-scooter trial over underage usage, non-compliance with helmet rules', *ABC News* (web-based), 30 May 2023, accessed 24 November 2025, <[Margaret River scraps e-scooter trial over underage usage, non-compliance with helmet rules - ABC News](#)>.

84 Submission 109, City of Greater Geraldton, p. 1.

85 Submission 145, City of Kalgoorlie Boulder, p. 2.

86 Shire of Broome, 'Council extends Beam e-scooter operations after public consultation', (web-based), 1 November 2024, accessed 24 November 2025, <[Council extends Beam e-scooter operations after public consultation Shire of Broome](#)>.

87 Submission 128, City of Busselton, pp. 1-2.

88 Ethan French and Alex Govan, 'Busselton extends e-scooter partnership despite strong community pushback', *ABC News* (web-based), 22 March 2024, accessed 24 November 2025, <[Busselton extends e-scooter partnership despite strong community pushback - ABC News](#)>.

- City of Perth: Bird Rides and Neuron Mobility commenced in March 2023. Bird was replaced by Beam Mobility⁸⁹ when it withdrew from the Australian market in November 2023. The City of Perth has suspended the hiring of e-scooters until further notice.⁹⁰
- Kings Park: Beam Mobility commenced in 2023.⁹¹ Kings Park has suspended the hiring of e-scooters until further notice.⁹²
- City of Vincent: Neuron Mobility began in November 2023 and Beam Mobility in February 2024. The City of Vincent has suspended the hiring of e-scooters until further notice.⁹³
- Town of Cambridge: Beam Mobility commenced in April 2024.⁹⁴ The Town of Cambridge has suspended the hiring of e-scooters until further notice.⁹⁵

Finding 1

In Western Australia e-bikes and e-scooters can be hired from some retailers and tourism businesses. E-scooters can also be hired in some local government areas through e-mobility shared schemes currently operated by Beam Mobility and Neuron Mobility.

Governance arrangements for shared e-scooter schemes

2.7 Contractual arrangements between some local governments and shared scheme operators permit and regulate e-scooter hire within the local government area and include provisions relating to:

- areas for use and exclusion zones
- use of geofencing technology to restrict access to certain areas

89 'Beam brings its industry-leading e-scooters to inner-city Perth', *Beam* (web-based), 23 November 2023, accessed 24 November 2025, <[Newsroom - Beam brings its industry-leading e-scooters to inner-city Perth](#)>.

90 City of Perth, *E-scooter Share Scheme (ESS)*, 3 July 2025, accessed 24 November 2025, <[E-scooter Share Scheme \(ESS\) | Engage Perth](#)>.

91 Botanic Gardens & Parks Authority, *City of Perth e-scooter trial expands through Kings Park*, 30 March 2023, accessed 1 December 2025, <[City of Perth e-scooter trial expands through Kings Park | Kings Park](#)>.

92 Harriet Flinn, 'E-scooter ban extends to Kings Park following tragic death of Perth dad Thanh Phan', *PerthNow* (web-based), 13 June 2025, accessed 1 December 2025, <[E-scooter ban extends to Kings Park following tragic death of Perth dad Thanh Phan | PerthNow](#)>.

93 *ibid.*

94 Town of Cambridge, 'Beam to Commence Shared E-scooter Operations in the Town of Cambridge', (web-based), 17 April 2024, accessed 25 November 2025, <[Beam to Commence Shared E-scooter Operations in the Town of Cambridge](#)>.

95 Caleb Runciman, 'E-scooters: Town of Cambridge Mayor says council didn't renew hire e-scooters program as inquiry underway', *The West Australian* (web-based), 8 August 2025, accessed 1 December 2025, <[E-scooters: Town of Cambridge Mayor says council didn't renew hire e-scooters program as inquiry underway | The West Australian](#)>.

- parking and no-parking areas
 - travel speed limits
 - data sharing – trip numbers, origins and destination
 - reinforcing road rules including helmet use, single rider only, and age restrictions.⁹⁶
- 2.8 There is no legislative requirement for shared scheme providers to enter into agreements with local governments. However, they require somewhere to park the e-scooters and as this usually occurs on council managed property, local councils are afforded some leverage in negotiating and enforcing agreements.⁹⁷ The local government is responsible for ensuring that the provider adheres to the contract terms and conditions.
- 2.9 WALGA has noted there are limits to the extent to which local governments can use permits and agreements to manage shared scheme operations, noting that in other jurisdictions shared schemes can and do operate without local government support or approval.⁹⁸ For example, in Cairns a shared scheme provider arranged to park rental devices on privately owned property, bypassing Cairns City Council approval.⁹⁹
- 2.10 Both Neuron Mobility and Beam Mobility support the current regulatory approach under which deployment of shared schemes is managed via contract with local government. Neuron Mobility advised that regulating operational detail (such as geo-fences) in legislation is 'highly impractical' and does not allow for the rapid pace of technological innovation occurring in the e-mobility sector. Neuron Mobility said it has found local government is best placed to oversee implementation of new and emerging safety features in a timely manner.¹⁰⁰
- 2.11 Beam Mobility identified the flexibility of current arrangements as being empowering for local governments in managing deployment of shared schemes, and noted that in other Australian states (for example, NSW):

contracts are more rigidly constrained by departmental led regulations. This diminished flexibility in the relationship between

96 Submission 125, WALGA, p. 2.

97 Submission 128, City of Busselton, pp. 1-2.

98 Submission 125, WALGA, p. 2.

99 Kristy Sexton Mcgrath and Charlie McKillop, 'E-scooter company Beam starts services in Cairns, despite council opposition', *ABC News* (web-based), 2 December 2022, accessed 22 November 2025, <[E-scooter company Beam starts services in Cairns, despite council opposition](#)>.

100 Submission 150, Neuron Mobility Australia, p. 12.

State regulators and providers can constrain innovation and responsiveness to local conditions.¹⁰¹

- 2.12 Beam Mobility does not support what it terms ‘broad policy instruments, such as fixed curfews or blanket exclusions’ because they cannot address these local conditions and could limit innovation.¹⁰²
- 2.13 A range of experiences were reported by local governments about their engagement with shared e-mobility providers. In December 2022, the Shire of Augusta Margaret River issued a 12-month permit to Bird Rides to operate a shared e-scooter hire. However, the trial was cancelled due to safety concerns, with feedback received from WA Police and the community about unsafe use. Permit conditions were breached, including unsatisfactory verification of helmet use and age of rider, delays in the provision of monthly data reports, and a ‘failure to report serious incidents and hospitalisations.’¹⁰³ The Shire of Augusta Margaret River submitted that this highlighted ‘a critical gap between regulatory expectations and practical enforcement capability, especially at the local level.’¹⁰⁴
- 2.14 The City of Kalgoorlie-Boulder was approached in 2022 by Bird Rides and Beam Mobility seeking approval to conduct a shared scheme hiring e-scooters, and in the absence of an existing policy framework a report was prepared for the City Council to consider.¹⁰⁵ Beam launched in March 2023 and Bird in July 2023; however, Bird ceased operations when it withdrew from the Australian market at the end of 2023. Around a year later, Beamy ceased operations in Kalgoorlie-Boulder ‘due to significant vandalism incidents.’¹⁰⁶
- 2.15 The Shire of Broome reports that its agreement with Beam Mobility has been ‘without significant incident.’ However, it notes that it lacks real power to enforce operator compliance with the agreement, and that there are difficulties in managing risk and user behaviour. The Shire suggested that ‘strengthening the regulatory framework to formally empower local governments would support greater oversight.’¹⁰⁷

101 Submission 169, Beam Mobility, p. 8.

102 *ibid.*

103 Submission 137, Shire of Augusta Margaret River, p. 1.

104 *ibid.*, p. 1.

105 Submission 145, City of Kalgoorlie-Boulder, pp. 1-2.

106 *ibid.*

107 Submission 163, Shire of Broome, p. 1.

- 2.16 There is little competition in the shared e-scooter market at present, with the number of providers declining since operations were introduced in WA. As noted above, Bird Rides quit the Australian market in late 2023. Remaining providers Beam Mobility and Neuron Mobility merged operations in the Asia Pacific region in September 2025.¹⁰⁸
- ... the number of [shared scheme] providers operating in Western Australia and seeking to operate has declined reducing competitive tension.*
- 2.17 WALGA identifies this lack of competition as another limiting factor facing local governments in establishing and enforcing agreements with e-mobility providers. It argues that more market competition would afford local governments opportunity to leverage their bargaining power to seek more innovative use of technology to enforce compliance with the law (for example helmet use and speed limits).¹⁰⁹
- WALGA
- 2.18 Legislative provisions regulating the use of e-rideables in WA apply to both shared and privately owned e-scooters, defining them and regulating their use. However, there is no legislative or policy framework under which local governments are supported in the management of shared schemes and enforcement of contractual requirements. The Committee identifies this as something warranting consideration by the State Government.
- 2.19 As the Shire of Serpentine Jarrahdale identifies, this inquiry presents an opportunity to implement ‘a cohesive, safety-led’ regulatory framework which supports local government authorities in managing shared schemes and the use of e-mobility.¹¹⁰

Finding 2

In Western Australia contractual agreements between some local governments and shared scheme operators permit and regulate e-scooter hire within the local government area. Agreements provide for matters such as parking, access, safety and data sharing.

108 Beam Mobility, *Merger Completes, Solidifying Asia-Pacific’s Leading Micromobility Operator*, 22 September 2025, accessed 24 November 2025, <[Newsroom - Merger Completes, Solidifying Asia-Pacific’s Leading Micromobility Operator](#)>.

109 Submission 125, WALGA, p. 2.

110 Submission 123, Shire of Serpentine Jarrahdale, p. 3.

Finding 3

There is no legislative requirement for shared scheme providers to enter into agreements with local governments; however, practicalities such as parking for devices has meant that agreements accommodating the needs of both parties are established.

Finding 4

The absence of a legislative and policy framework governing the management of shared schemes is limiting the ability of local governments to manage shared scheme operations using permits and agreements.

Finding 5

The number of shared scheme providers in WA has declined, reducing competition in the market and therefore the ability of local governments to leverage bargaining power to seek more innovative use of technology to enforce compliance with legal requirements.

Finding 6

Beam Mobility and Neuron Mobility support the current regulatory approach under which deployment of shared schemes in Western Australia is managed via contract with local government, citing flexibility and the ability to tailor requirements to local conditions as key benefits.

Finding 7

Local governments report varying levels of success in managing and enforcing agreements, with challenges identified in relation to enforcing compliance with terms and conditions.

Recommendation 1

That the State Government develop a policy framework that outlines minimum safety and other obligations, including model contract provisions; which ensures consistency across the State; and which supports local government authorities in managing shared scheme operations in their jurisdiction. Such minimum safety and other obligations should be regularly reviewed to keep pace with emerging best practice as e-mobility technology continues to evolve. The policy framework and contract provisions should include mechanisms which empower local governments to enforce contract terms and conditions.

Chapter 3

Data collection and reporting

Data limitations and inconsistencies across Australia

- 3.1 Australian jurisdictions lack comprehensive data on e-rideable usage, injuries, incidents, as well as information about the devices themselves.¹¹¹ Data on e-bikes is also limited.¹¹²
- 3.2 The Bureau of Infrastructure and Transport Research Economics (BITRE) does publish monthly national road toll figures for incidents;¹¹³ however, these figures are largely inaccurate because e-rideable incidents are recorded differently across states and territories. In Queensland, for example, e-scooter fatalities are recorded as drivers or passengers; in Victoria and New South Wales, fatalities are recorded as motorcyclists; and in Western Australia (WA) and the Australian Capital Territory (ACT), they belong to a category recorded as 'other'.¹¹⁴ This complicates accurate reporting within BITRE.
- 3.3 Similarly, the Australian Institute of Health and Welfare, which records transport incident and injury data, publishes age-standardised rates of injury hospitalisations and deaths for vehicles including cars, motorcycles, pedal cycles and heavy transport vehicles; however, the published data does not capture separate categories for e-rideables or e-bikes.¹¹⁵

Australia's official road deaths records are failing to accurately record deaths and injuries among e-scooter riders because of glaring inconsistencies in data collection and reporting between states and territories.

– Australian Automobile Association

111 Submission 194, Department of Transport and Major Infrastructure, p. 17.

112 Milad Haghani, 'E-bike popularity is booming. But are they as safe as regular bikes?', *The Conversation*, 9 January 2025, accessed 11 November 2025, <[E-bike popularity is booming. But are they as safe as regular bikes?](#)>.

113 Department of Infrastructure, Transport, Regional Development, Communications, Sports and Arts, *Australian Road Deaths Database - ARDD*, Australian Government, accessed 2 July 2025, <[Australian Road Deaths Database | Bureau of Infrastructure and Transport Research Economics](#)>.

114 Australian Automobile Association, *Data failings prevent e-scooter safety analysis*, 29 January 2024, accessed 2 July 2025, <[Data failings prevent e-scooter safety analysis - Australian Automobile Association](#)>.

115 Australian Government, *Injury in Australia: Transport Accidents*, 24 June 2025, accessed 4 July 2025, <[Injury in Australia: Transport accidents - Australian Institute of Health and Welfare](#)>

3.4 Each individual state and territory has adopted its own variations of definitions of eMDs and rules around e-rideables and how they are identified in data sources. It is therefore difficult to accurately assess and compare injury and fatality rates for e-rideables Australia-wide.¹¹⁶

There is a lack of reliable data available regarding the incidence of e-rideable crashes and injuries, which is a barrier to identifying priority areas and cost-effective safety interventions.

3.5 Many inquiry stakeholders highlighted the lack of available data. Submissions about this were received from various local government authorities,¹¹⁷ government authorities,¹¹⁸ health organisations,¹¹⁹ industry,¹²⁰ and others.^{121 122}

– Injury Matters

3.6 Submissions identified a lack of comprehensive, centralised, and standardised data on e-rideable incidents, injuries, and insurance claims in WA. Data is fragmented in siloes across hospitals, police, local governments, and operators, making it difficult to accurately assess risks, injury patterns, and the effectiveness of interventions. Essentially, there is a need for better data collection and incident reporting to inform policy, infrastructure planning, and insurance reform.

3.7 A comprehensive dataset is critical to enable government to make sound evidence-based decisions around eMD use and safety.¹²³ The absence of reliable and comprehensive data hinders the ability to:

- accurately identify priority areas for safety interventions
- develop evidence-based policies and regulations
- inform infrastructure planning and investment decisions

116 National Road Safety Strategy, *National Road Safety Action Plan 2023-25*, Commonwealth of Australia, 2023, p. 11.

117 Submission 109, City of Greater Geraldton, p. 2; Submission 123, Shire of Serpentine Jarrahdale, p. 3; Submission 125, WALGA, p. 3; Submission 136, City of Wanneroo, p. 2; Submission 137, Shire of Augusta Margaret River, p. 2; Submission 155, City of Perth, pp. 5-6; Submission 167, City of Stirling, p. 4.

118 Submission 159, Department of Health, p. 3; Submission 170, WA Police, p. 4; Submission 194, Department of Transport and Major Infrastructure, p. 17.

119 Submission 122, Royal Australasian College of Surgeons, p. 2; Submission 140, Injury Matters, p. 1; Submission 172, Australian Medical Association (WA), p. 2.

120 Submission 135, eMobility Australia, p. 20; Submission 143, RAC WA, p. 7; Submission 113, 3KM Technology Ario, p. 5; Submission 150, Neuron Mobility Australia, p. 9; Submission 265, Bicycle Industries Australia, p. 19.

121 Submission 118, Australia Lawyers Alliance, p. 8.

122 Submission 152, WestCycle Inc., p. 33.

123 Submission 140, Injury Matters, p. 1; Submission 152, WestCycle Inc., p. 33.

- understand the true extent and cost of e-rideable trauma to the health and insurance sectors.¹²⁴
- 3.8 According to those in the medical profession, it is time that e-rideables are considered as a significant component of road safety strategy, given the high rates of hospital presentations being reported along with their increase in use by the community.¹²⁵
- 3.9 The Royal Automobile Club of Western Australia (RAC WA) identified that a particular need exists 'for better data collection and publication relating to active travel modes, covering pedestrian, cyclist and e-rideable traffic volumes, speeds, crashes and near misses across the road and path networks.'¹²⁶
- 3.10 Injury Matters identified a need for centralised, timely and publicly available data, which includes data from hospitals, emergency departments, inclusive of demographic and incidence details.¹²⁷

Finding 8

There is a lack of comprehensive and reliable data on every aspect of e-rideable use, Australia-wide, including in Western Australia. Data collection and dissemination is a known problem for national transport safety and regulation.

Finding 9

E-rideables were introduced in Western Australia without a framework or system set up to gather the information required to monitor and assess their safe and effective integration into the wider transport network.

Finding 10

The absence of reliable and comprehensive data hinders the ability to accurately identify priority areas for safety interventions, develop evidence-based policies and regulations, inform infrastructure planning and investment, and quantify the extent of e-rideable trauma and cost to the health and insurance sectors.

Finding 11

According to the medical profession, it is time that e-rideables are considered as a significant component of road safety strategy, given the high rates of hospital presentations being reported along with their increasing use.

124 Submission 152, WestCycle, p. 33.

125 Submission 122, Royal Australian College of Surgeons, p. 1.

126 Submission 143, RAC WA, p. 7.

127 Submission 140, Injury Matters, p. 1.

Currently available data and identified gaps

Injuries and fatalities

- 3.11 Serious injury data is collected by the WA State Trauma Registry dataset from Perth tertiary hospitals, largely from Royal Perth Hospital and Perth Children’s hospital.¹²⁸ This data captures patients who are admitted to a definitive care hospital for over 24 hours and fatalities at the definitive hospital regardless of hospital length of stay.¹²⁹
- 3.12 E-rideable injuries managed in the primary health care system are not captured, meaning that the data underrepresents e-rideable trauma, as well as the resulting burden on the WA health system and community.¹³⁰ Professor Stephen Dunjey, Director at the State Trauma Centre, told the Committee:
- I am concerned that there is a minor trauma data group probably with concussions that are simply unrepresented in all our capture and discussions and probably worldwide because trauma registries were never set up to capture that minor trauma.¹³¹
- 3.13 The registry dataset is also limited in the information that it captures relating to the incident. Information is collected on age, gender, length of stay in hospital, injury type and severity, discharge destinations and postcode of injury.¹³² However, like other datasets, it does not record all information related to the incident. Details such as compliance with road rules, whether a device is shared or privately owned, or factors contributing to the incident are difficult to capture in the moment.¹³³
- 3.14 All rider fatalities occurring as a result of an e-rideable incident are reported by the Road Safety Commission if occurring on a road or related area (e.g.

128 The Committee received data collected by the State Trauma Unit from Fiona Stanley Hospital, Sir Charles Gairdner Hospital, Perth Children’s Hospital, Royal Perth Hospital, Joondalup and Midland Health Campus. Incomplete data was collected for Joondalup and Midland for 2022-2024.

129 Professor Stephen Dunjey, State Director of Trauma, State Trauma Centre, *Transcript of Evidence*, 6 August 2025, p. 14. Clarified on advice from Lola Sikora, Trauma Program Manager, Trauma Services, Royal Perth Bentley Group, Email, 27 November 2025.

130 Submission 159, Department of Health, pp. 2-3.

131 Professor Stephen Dunjey, State Director of Trauma, State Trauma Centre, *Transcript of Evidence*, 6 August 2025, p. 14.

132 Data provided by the State Trauma Registry.

133 Submission 152, WestCycle Inc., p. 33; Professor Dieter Weber, Director of Trauma and Head of Department, Trauma Services, Royal Perth Hospital, *Transcript of Evidence*, 6 August 2025, p. 12.

footpath).¹³⁴ However, if a pedestrian dies as a result of the incident, it is counted as a pedestrian death, not an e-rideable fatality.¹³⁵

- 3.15 E-bike trauma data is also not adequately captured: the distinction between an injury sustained from a pedal bike as opposed to an e-bike is not consistently captured in trauma data.¹³⁶ It is possible that medical personnel confuse e-bikes with pedal bikes when recording information about an incident. As Professor Dieter Weber, Head of the State Trauma Service, advised, clear definitions are critical to capturing data. As eMDs evolve in design, accurate collection of data will be challenging.¹³⁷

Finding 12

Injuries and fatalities resulting from e-rideable and e-bike incidents are not collected and reported in a comprehensive and detailed manner, in particular minor injuries are believed to be widely underreported.

Finding 13

The distinction between an injury sustained from a pedal bike as opposed to an e-bike is not consistently captured in trauma data.

Incidents and crashes

- 3.16 Like injury data, the crash data currently collected is thought to be an underrepresentation of actual occurrence. One of the reasons for this is that crashes that occur on a road or path and do not involve a motor vehicle are not reported.
- 3.17 Data collection for e-bike crashes is limited. The Online Crash Reporting Form administered by the Insurance Commission of Western Australia includes a category for e-bikes which captures some incidents. However, there are no legal requirements to report e-bike incidents and there may be no reason to do so if the incident does not involve a motor vehicle (where comprehensive third-party insurance may be a consideration).¹³⁸
- 3.18 The Road Safety Commission reports on crashes of e-rideables from data collected by WA Police and Main Roads WA. E-rideables are categorised under a

¹³⁴ Submission 156, Road Safety Commission, p. 8.

¹³⁵ Submission 162, Main Roads WA, p. 1.

¹³⁶ Professor Dieter Weber, Director of Trauma and Head of Department, State Trauma Centre, *Transcript of Evidence*, 6 August 2025, p. 17.

¹³⁷ *ibid.*

¹³⁸ Submission 270, Insurance Commission of Western Australia, pp. 2-3.

broader category of pedestrian crashes for the purposes of reporting, which obscures the data sub-sets,¹³⁹ making it impossible to identify how many crashes involved e-rideables. The Road Safety Commission does not disaggregate data for incidents categorised as pedestrian.¹⁴⁰

3.19 It is important to note that this dataset 'may also encompass devices that fall outside legislative specifications, such as those exceeding permitted weight or speed limits.'¹⁴¹ This inclusion further obscures data on e-rideables, because non-compliant devices can have different risk profiles, depending on their design.

3.20 According to WestCycle, data limitations are:

compounded by frequent misattribution in media reporting, where crashes involving illegal high-speed devices are often incorrectly attributed to legal e-rideables, creating public misconceptions about the actual safety profile of compliant devices.¹⁴²

3.21 WestCycle note that media reporting often attributes crashes to e-scooters or e-bikes; however, if high speeds are involved, it is likely that a non-compliant device was involved. Where e-scooter injuries are reported in the media 'as similar to those usually seen in high-energy car crashes,' WestCycle suggests that much higher speeds than the 25 km/h legal limit for e-rideables were achieved.¹⁴³

... medical professionals report concerns about increasing injuries from e-rideables, however it is not clear if the rates of injury are higher than for other modes, as usage rates remain unknown - no breakdown is given on crashes involving legal versus illegal devices, private versus share scheme devices or the contributing factors to crashes.

– WestCycle Inc.

139 Pedestrians are not limited to people walking and can include those riding an animal, a motorised wheelchair, skateboarder or scooter rider. In 2022 e-rideables were classified in the pedestrian subcategory. See Road Safety Commission, *Western Australian Road Fatalities and Serious Injuries 2024*, Government of Western Australia, p. 18.

[<2024 ksi report document.pdf>](#).

140 Submission 156, Road Safety Commission, p. 8.

141 Government of Western Australia: Road Safety Commission, *Western Australian Road Fatalities and Serious Injuries*, 2024, p. 19.

142 Submission 152, WestCycle Inc., p. 33.

143 *ibid.*

- 3.22 Data (for e-rideables in particular) also lacks other important detail, such as whether it was hired or privately owned.¹⁴⁴
- 3.23 Reporting e-rideable and e-bike crashes under a discrete category, rather than as a subset of pedestrian data, is required to enable better understanding of incident and injury trends.¹⁴⁵

Finding 14

The Road Safety Commission reports on e-rideable crashes from data collected by the WA Police Force and Main Roads WA; however, e-rideables are categorised under the pedestrian category of crashes, which obscures data sub-sets, making it impossible to identify specific information about e-rideable crashes.

Finding 15

Data collection for e-bike crashes is limited. The Online Crash Reporting Form administered by the Insurance Commission of Western Australia includes a category for e-bikes, however, there are no legal requirements to report e-bike incidents.

Finding 16

Reporting e-rideable and e-bike crashes under separate categories, distinct from other vehicles and traditional bicycles, would enable a better understanding of incident and injury trends.

Use and behaviour

- 3.24 Use of eMDs is increasing; however more specific information on their use in WA is still largely unknown: they are unregistered, and their specifications and use are not adequately captured. Information about rider profile and behaviour is also not widely captured, other than a few studies and information provided to local government authorities by for-hire companies under contracts.
- 3.25 Reliable sales figures on e-rideables in WA are not published by government sources such as the Australian Bureau of Statistics or otherwise publicly available. The Department of Transport and Major Infrastructure advised that it is collecting data on e-rideable use and seeks to continually improve that dataset.¹⁴⁶

144 Submission 156, Road Safety Commission, p. 8.

145 Submission 118, Australian Lawyers Alliance, p. 8; Submission 156, Road Safety Commission, p. 9; Submission 143, RAC WA, p. 7.

146 Submission 194, Department of Transport and Major Infrastructure, pp. 6-7.

- 3.26 Mandatory data sharing could be contractually imposed on commercial operators of shared schemes under contract with local government authorities. For-hire devices are equipped with technology that enables comprehensive data collection and real time incident reporting. They can provide accurate information on trip routes, speed, compliance with geofenced zones, and safety interventions.¹⁴⁷
- 3.27 Beam Mobility supports sharing data with the WA Government, recommending that government 'leverage the safety advantages of shared e-rideable schemes by formalising data-sharing partnerships to support planning and compliance.' Beam Mobility also recommends the establishment of an industry-government 'Micromobility Safety & Data Advisory Group'.¹⁴⁸
- 3.28 Registration is an effective way to collect data on usage, rider behaviour, and device information. As the National Transport Research Association points out, because at present eMDs are not registered as proper vehicles, 'a lot of information is anecdotal, making it difficult to verify its validity and accuracy.'¹⁴⁹

Finding 17

Data on the uptake and use of e-rideables, as well as information about the devices themselves, is lacking. Rider demographics and behaviour are also largely unquantified.

Finding 18

Shared e-rideable schemes could be used to gather data in a more consistent way. Data collected by for-hire devices can be comprehensive and reported in real time, including rider behaviour and trip routes, speed, compliance and safety.

Recommendation 2

That the State Government mandate data sharing in a consistent manner for commercial operators of shared schemes under contract with local government authorities.

Current efforts to improve data collection

- 3.29 The Road Safety Commission have included the improvement of data and evidence to inform decision making into the Western Australia Road Safety

147 See for example, Submission 109, City of Greater Geraldton, p. 1; Submission 145, City of Kalgoorlie Boulder, p. 2; Submission 155, City of Perth, p. 6

148 Submission 169, Beam Mobility p. 14.

149 Submission 149, National Transport Research Association, p. 6.

Action Plan 2024–2026. The Plan developed by the Road Safety Commission includes acknowledgement of the importance of data for informing effective policy and programs to reduce road trauma, and provides for a number of key actions to be progressed:¹⁵⁰ Enhancing data pertaining to e-rideables, cyclists and pedestrians to inform decision-making is noted as a key action to be progressed in the plan.

- 3.30 The Department of Transport and Major Infrastructure has been actively working to present solutions for capturing data. The Department undertook extensive work exploring the development of an integrated online active transport incident report facility that would enable the reporting of non-motor vehicle crashes. This did not eventuate, however, as it was determined that no viable or practical solution could be identified.¹⁵¹ In addition, it was unclear how this data would be integrated into existing vehicle incident data repositories.¹⁵²

DTMI concluded a project in 2022-23, funded by the Road Trauma Trust Account, exploring the development of an integrated active transport incident reporting facility. DTMI carried out extensive investigations to identify and explore possibilities in consultation with other agencies and other jurisdictions. No suitable, practical, cost-effective option/s were found to inform a potential business case and various impediments for different options were found. No other jurisdiction has such a facility.¹⁵³

- 3.31 The Department of Transport and Major Infrastructure is providing input into a study currently underway by the Planning and Transport Research Centre (PATREC) to deliver a Safe Paths: Enhancing Active Transport Infrastructure Through Video Analytics and Community Reporting project which includes developing a community incident reporting portal so that path users can report crashes, near missed and hazardous situations.¹⁵⁴
- 3.32 The Road Safety Commission is currently working with the Department of Health and St John Ambulance to obtain more robust e-rideable data, including e-rideable crash-related trauma. However, in order to better understand the causes

150 Road Safety Commission, *Western Australia Road Safety Action Plan 2024-2026*, Government of Western Australia, September 2024, p. 17.

151 Peter Woronzow, Director General, Department of Transport and Major Infrastructure, Letter, 30 September 2025.

152 *ibid.*

153 Submission 194, Department of Transport and Major Infrastructure, p. 17.

154 Peter Woronzow, Director General, Department of Transport and Major Infrastructure, Letter, 30 September 2025.

and circumstances of e-rideable crashes it is acknowledged that better data must be recorded.¹⁵⁵

- 3.33 Australia-wide, data limitations are recognised in the National Road Safety Strategy, which identifies 'a critical need to improve national road safety data, and strengthen the evidence base for decisions on the most efficient and effective ways to deliver better road safety outcomes.'¹⁵⁶
- 3.34 The establishment of a National Road Safety Data Collection and Reporting Framework is recommended, including consistent definitions, structured and standardised formats and timely outputs. Work is being undertaken under the Intergovernmental Road Safety Data Sharing Agreement to establish clear processes to facilitate data sharing arrangements to enable the development of the framework.¹⁵⁷ Specific vehicle categories are not specified at this stage and will likely depend on what data is collected by the various jurisdictions and other aspects such as definitions established at the national level.

Finding 19

There are some initiatives underway to improve the data collected on e-rideable and e-bike incidents and trauma; however, more is needed. This is an issue across Australia for all road safety data.

Recommendation 3

That the Minister for Transport take steps to ensure that data collection and dissemination is incorporated into the national regulatory framework which is currently being developed.

Suggestions for improved data collection

- 3.35 The Committee has identified a range of areas in which data collection can be improved and sets these out below.

Mandatory and centralised reporting of data

- National consistency and comparability across all stakeholders including first responders, police, doctors, hospitals, road safety organisations and insurers.
- Mandatory data sharing across all operators and government agencies.

155 Submission 156, Road Safety Commission, p. 8.

156 National Road Safety Strategy, *National Road Safety Action Plan 2023-2025*, Commonwealth of Australia, 2023, p. 11, <[INFRA5536 National Road Safety Strategy 2023-50](#)>.

157 *ibid.*

- E-rideables and e-bikes should be classified as a distinct category in transport and injury data systems.

Incident reporting

- Establish a centralised system for reporting injuries, near misses, and device misuse.
- Create a centralised, open data specification for reporting e-rideable incidents.
- Mandatory reporting of crashes and injuries to regulators and operators.
- Comprehensive data around crashes should be collected in a standardised manner across departments and include the following information:
 - location and time of day
 - for hire vs private type of device involved
 - compliance status (legal vs modified/non-compliant)
 - causative factors – speeding, alcohol/drugs, helmet use, multiple riders, road/path surface conditions
 - demographics – age and gender
 - status of the person injured – pedestrian or rider
 - status of the person responsible for the incident – rider or driver of a motor vehicle
 - injury type and severity
 - ‘near miss’ incident detail, to identify emerging issues.

Device ownership and compliance details

- Ownership, sales and compliance data through point-of-sale registration.
- Data provide through licensing and registration (when in place).

Rider behaviour and use of device

- speed and volume data utilising existing traffic counting methods.
- Device use and behaviour data to be required from shared scheme operators.

Mandate data collection from shared scheme operations

- Mandate data sharing for commercial operators of shared schemes.
- Formalise data-sharing partnerships to support planning and compliance.

Lithium-ion battery fires

- Data on lithium-ion battery fires, including:

- number of fires caused by in batteries in e-rideables and e-bikes, by eMD type
- history/damage of system/battery/charger
- brand
- modifications and road legality
- cause of overheating.

Recommendation 4

As a priority, that the State Government investigate and fund the development of a whole-of-government reporting system which captures data on e-bikes and e-rideables.

Chapter 4

Safety concerns

A growing visibility and awareness of e-scooter safety risks

- 4.1 Safety concerns about the use of e-rideables, particularly e-scooters, was a major impetus for the inquiry.¹⁵⁸
- 4.2 Several recent and preventable fatalities resulting from the use of eMDs have received widespread attention. Medical professionals have for some time been concerned about preventable fatalities and the growing number of injuries resulting from e-scooter incidents.
- 4.3 The Committee heard firsthand of the anguish caused by the death of Leigh Tagell in an e-scooter incident in February 2025, from his sister, Brooke Lane. Ms Lane described the loss of her brother and the impact on her family.¹⁵⁹
- 4.4 Many people in the WA community have a story about an e-scooter incident or close call, and the Committee received many anecdotes and personal stories.

I've ... seen a young teen knocked over and now lives with brain damage. A person on a e-scooter will go straight over the handle bars at speed (inertia and gravity) causing awful injuries.¹⁶⁰

I find myself being hyper-cautious when turning corners, or approaching intersections, constantly anticipating that someone on an e-scooter may be approaching at speed without slowing down or checking for others. This isn't just inconvenient—it's unsafe and stressful.¹⁶¹

- 4.5 The Committee's inquiry was underway when a fatality involving an e-dirt bike led to the widening of the inquiry's scope to consider the safety and regulation of e-bikes and e-dirt bikes (and by extension e-motorcycles). While classified differently,¹⁶² there are several characteristics which are common to all three and

158 Hon Reece Whitby MLA, Minister for Road Safety, Legislative Assembly, *Hansard*, 18 June 2025, p. 1409.

159 Brooke Lane, *Transcript of Evidence*, 15 September 2025, pp. 1-3.

160 Submission 6, Michelle McGrath, p. 1.

161 Submission 29, name withheld, p. 1.

162 See Chapter 6 and Appendix Five.

which pose significant safety risk: that is, these devices are almost silent, they can attain high speeds very quickly and they can maintain a higher constant speed.

Finding 20

Electric powered devices are almost silent, meaning that they cannot be heard on approach, creating a safety risk for pedestrians and other vehicles.

Finding 21

There is a growing public awareness of the risks associated with the use of electric powered devices, in particular e-scooters, e-bikes and e-motorcycles. It appears that many people have, or know of someone who has, been injured or had a 'close call' with an e-scooter or e-bike.

Increasing e-scooter-related incidents, injuries and fatalities

A world-wide problem

4.6 Injuries arising from e-scooters are a world-wide issue. In 2023 the European Transport Safety Council reported that across Europe, vulnerable road user fatalities were 'not declining as fast as those of motor vehicle occupants.' Furthermore, it noted that 70 per cent of road deaths were pedestrians, cyclists and riders of two-wheeled powered devices. What was less clear, due to a lack of data, was 'how e-scooters fit into this picture.'¹⁶³

The question is not therefore, are e-scooters safe or dangerous? But rather, how do they compare to other vehicles currently in use, what risks do they present to their riders and other road users, and how can they be made safer, not only in terms of design, but also in terms of usage.

– Recommendations on the safety of e-scooters (European Transport Safety Council 2023)

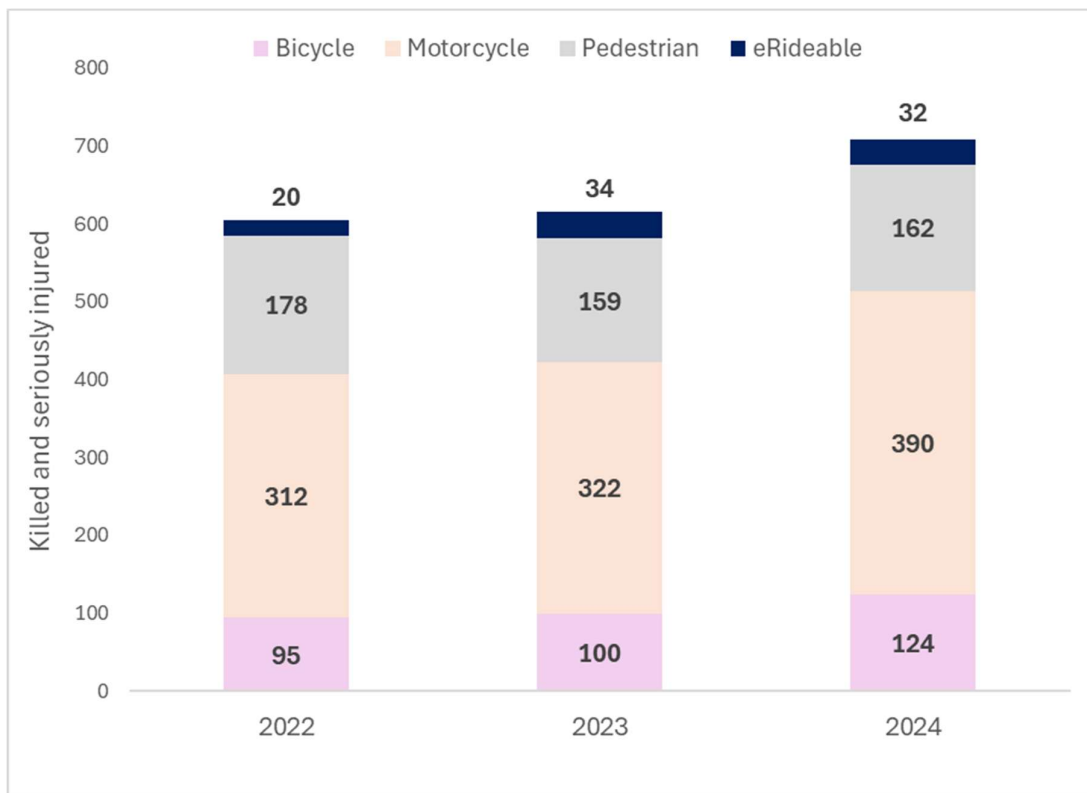
4.7 While data is limited, some countries have found much higher injury rates for e-scooters (and anyone they collide with) than occur with bicycle riders. Denmark, for example, tightened legislation when reports following city trials found that the injury risk for e-scooters was seven times that for bicycles. In Norway, the risk factor was found to be ten times that of bicycles.¹⁶⁴

163 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters*, European Transport Safety Council, February 2023, p. 5.

164 T. J. Bailey, G. Ponte, J. Woolley and A. Van den Berg, 'Network access, substitution effects and design issues surrounding e-scooter use,' *University of Adelaide Centre for Automotive Safety Research*, June 2024, p. 5.

- 4.8 Injuries resulting from e-scooter incidents are believed to be globally underreported. One German study, for example, found that hospitalisations following crashes were not reported to police 74 per cent of the time.¹⁶⁵
- 4.9 Data from Main Roads WA shows that e-rideable (e-scooter) injuries and fatalities still number less than bicycles and far less than motorcycles (see Figure 4.1). Even taking into account that e-rideable data is limited and potentially underreported, the number of fatal and serious crashes for riders is increasing. Data from the first half of 2025 (which is not included in Figure 4.1) shows 23 fatal and serious crashes for e-rideable users, suggesting an upward trend.

Figure 4.1: Vulnerable road-user fatalities and serious injuries (2022 to 2024)¹⁶⁶



- 4.10 Public debate, largely facilitated through the media, tends to polarise opinion on the use and regulation of e-scooters. However, transport organisations, when developing policy and regulation use the Safe System approach and consider ‘all

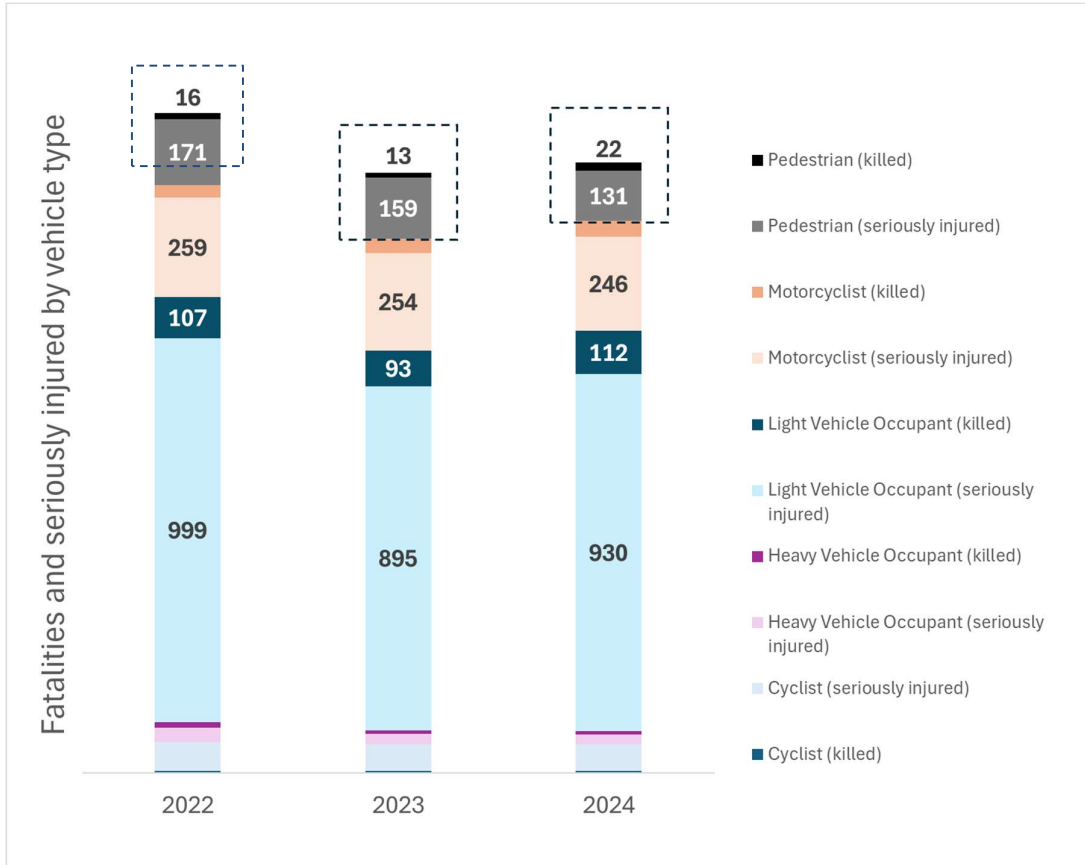
¹⁶⁵ European Transport Safety Council, *Several countries tighten e-scooter rules as German study finds huge underreporting of injuries*, 4 February 2022, accessed 24 June 2025, <[Several countries tighten e-scooter rules as German study finds huge underreporting of injuries - ETSC](#)>.

¹⁶⁶ Based on data supplied in Submission 162, Main Roads WA, p. 2.

aspects of the road transport system: vehicles, driver or rider and pedestrian behaviour, infrastructure and post-crash response.¹⁶⁷

- 4.11 In comparison to larger vehicles, e-rideables and e-bikes appear to account for far fewer serious injuries and fatalities (see Figure 4.2 – noting that e-rideables are included in the pedestrian subcategory, and e-bikes are included in the cyclist subcategory). Again, this is qualified with a caveat around data limitations.

Figure 4.2: Fatalities and seriously injured West Australians by vehicle type¹⁶⁸



E-scooter design

- 4.12 Current e-scooter design, with smaller wheels, limited suspension, and the rider’s centre of gravity placed forwards and higher, all contribute to inherent vehicle

167 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters* European Transport Safety Council, February 2023, p. 3.

168 Road Safety Commission, *Western Australian Road Fatalities and Serious Injuries*, Government of Western Australia, 2024, pp. 18-19. Note: pedestrians are not limited to people walking and can include those riding an animal, a motorised wheelchair, skateboard or scooter rider.

instability.¹⁶⁹ If the brake is located on the front wheel only, the e-scooter is more likely to pitch forward when stopping suddenly.¹⁷⁰

4.13 The European Transport Safety Council describes how e-scooter design 'places the rider at risk of falls and head injury' and cites evidence to support two key observations:

- The design of e-scooters contributes to a loss of control when navigating changes to the surface being ridden on, and higher speeds increase the severity of head injuries.
- A study of e-scooter fatalities showed that surface defects were the cause of half the incidents.¹⁷¹

4.14 In the future, it is likely that regulation will favour designs where the rider is seated, and eMDs have larger wheels and better suspension systems.

Finding 22

Current e-scooter design generally includes smaller wheels, limited suspension, front wheel braking, with the rider's centre of gravity placed forwards and higher: these factors all contribute to an inherent instability.

Serious injuries and fatalities in Western Australia

4.15 In WA there have been 12 e-scooter rider fatalities, one pedestrian e-scooter-related fatality, and one e-bike fatality (since 2022).¹⁷²

4.16 According to media reporting, St John Ambulance responded to 120 e-scooter incidents in 2021, which jumped to 276 incidents in 2022, 453 in 2023, and 539 in 2024. In the first half of 2025 alone, paramedics had been called to attend 328 serious e-scooter crashes.¹⁷³

169 Submission 194, Department of Transport and Major Infrastructure, p. 3.

170 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters*, European Transport Safety Council, February 2023, p. 19.

171 *ibid*, p. 25.

172 This is based on an online review of fatalities reported in the media. Main Roads WA data provided to the Committee shows one less fatality in 2024 than news reports.

173 Caleb Runciman, 'Paramedics called out to 328 e-scooter crashes through first five months as WA on track to set unwanted record', *The West Australian* (web-based), 6 June 2025, accessed 27 November 2025, <[Paramedics called out to 328 e-scooter crashes through first five months as WA on track to set unwanted record | The West Australian](#)>.

4.17 There is evidence that e-scooter crashes have increased steeply over the past four years in WA 'in parallel with greater usage.'¹⁷⁴ However, due to a lack of reliable data it is difficult to determine whether this increase is commensurate with increasing use 'or whether there is a significant over-representation of these riders in injury statistics compared to other non-motor car related modes of transport.'¹⁷⁵

Our patients are experiencing lifetime consequences or not even surviving from injuries on an e-scooter. Our members and those of other Colleges are seeing this daily in emergency departments, theatres and general practice across WA.

– Royal Australasian College of Surgeons

4.18 E-rideable-related injuries are a new category of injury captured by the State Trauma Registry. Since this began there has been a significant upward trend in presentations, with injuries increasing from four in 2017 to 102 in 2023. From January 2017 to June 2024, the State Trauma Registry recorded four deaths and 287 injuries.¹⁷⁶

4.19 Emergency departments and trauma units in WA report an increasing number of presentations for e-rideable-related injuries (in particular, e-scooter-related incidents), many of which are severe, and yet preventable, including some fatalities. Medical professionals are unanimous in expressing concern about the use of e-scooters across urban centres in Australia and the associated safety risks.^{177 178}

4.20 The State Trauma Unit at Royal Perth Hospital (RPH) admits at least one person a day with serious e-scooter injuries, which is comparable with reports from other Australian jurisdictions.^{179 180 181} Anecdotal evidence suggests that other hospitals in Perth and most regional areas are also seeing at least one daily presentation.¹⁸²

174 Submission 194, Department of Transport and Major Infrastructure, p. 14.

175 *ibid.*, p. 16.

176 Submission 159, Department of Health, p. 2.

177 Submission 127, Australasian College for Emergency Medicine, p. 1.

178 Submission 172, Australian Medical Association (WA), p. 2.

179 *ibid.*, p. 3.

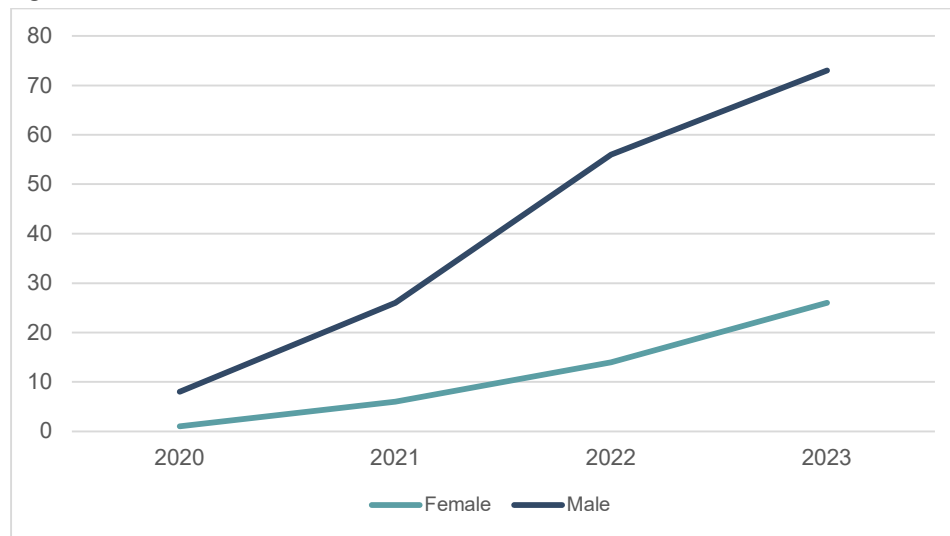
180 Submission 122, Royal Australasian College of Surgeons, p. 1.

181 Submission 127, Australasian College for Emergency Medicine, p. 2.

182 Submission 122, Royal Australasian College of Surgeons, p. 2.

- 4.21 As the State Trauma Registry only captures data for patients hospitalised with serious injuries for over 24 hours,¹⁸³ the number of injuries from e-scooters (and potentially other e-rideables) is very likely underreported.^{184 185}
- 4.22 Similarly, the data is most likely an ‘underrepresentation of the total burden’ on the health system and community imposed by e-rideable injuries.¹⁸⁶ There is consensus that the increasing occurrence of preventable e-ridable injuries is placing an additional impost on emergency departments and health systems around Australia.^{187 188}

Figure 4.3: E-scooter related trauma in Western Australia 2020–2023*



*Based on data received from the WA State Trauma Registry on 6 August 2025. Data relates to the metropolitan area only and includes major and minor trauma. Data is specific to e-scooters and does not include other types of e-rideables.

- 4.23 However, even with limited data, a definite upward trend in e-scooter related trauma can be demonstrated, with the increase more noticeable for males than females. This is illustrated by Figure 4.3, which is based on State Trauma Registry data for 2020 to 2023.

183 Government of Western Australia: Department of Health, *WA State Trauma Registry: What is the trauma registry database?*, accessed 4 July 2025, <[WA State Trauma Registry](#)>.

184 Submission 122, Royal Australasian College of Surgeons, p. 2.

185 Submission 172, Australian Medical Association (WA), p. 4.

186 Submission 159, Department of Health, p. 2.

187 Submission 127, Australasian College for Emergency Medicine, p. 2.

188 Jevan Cevik, David Read, Mark Putland, Timothy Fazio, Kellie Gumm, Amrita Varma, Roselyn Santos, Anand Ramakrishnan, 'The impact of electric scooters in Melbourne: data from a major trauma service', *ANZ Journal of Surgery*, vol. 94, no. 4, April 2024, pp. 572-579.

Finding 23

In WA there have been 12 e-scooter rider fatalities, one pedestrian e-scooter-related fatality, and one e-bike fatality (since 2022) reported by media outlets. Also, according to news reports, St John Ambulance responded to 120 e-scooter incidents in 2021, which jumped to 276 incidents in 2022, 453 in 2023, and 539 in 2024. In the first half of 2025 alone, paramedics had been called to attend 328 serious e-scooter crashes.

Finding 24

Emergency departments and trauma units in Western Australia report an increasing number of presentations for e-scooter-related injuries, many of which are severe and preventable, and include some fatalities.

Finding 25

The State Trauma Unit at Royal Perth Hospital (RPH) admits at least one person a day with serious e-scooter injuries, and anecdotal evidence suggests that other hospitals in Perth and most regional areas are seeing at least one daily presentation also.

Finding 26

As the State Trauma Registry only captures data for patients hospitalised with serious injuries for over 24 hours, the number of injuries from e-scooters (and potentially other e-rideables) is very likely underreported.

Injuries from e-scooter incidents

Falls and collisions

- 4.24 A relatively small study conducted by the Road Safety Commission in late 2022 reported that for survey respondents who had ridden an e-rideable in WA and were injured, most of these incidents (86 per cent) did not involve collisions with any other road or path users.¹⁸⁹
- 4.25 There is international evidence to suggest that falls account for a significantly larger proportion of e-scooter injuries than collisions.¹⁹⁰ In one of the largest retrospective studies evaluating patient data (a sample of 3,331 people) from an Israeli metropolitan hospital emergency department, falls accounted for just over

189 Road Safety Commission, *Report on the e-rideables Community Connect Survey*, Government of Western Australia, Perth, January 2024, p. 1.

190 Holger Kleinertz, Dimitris Ntalos, Fabian Hennes, Jakob V. Nüchtern, Karl-Heinz Frosch and Darius M. Thiesen, 'Accident Mechanisms and Injury Patterns in E-Scooter Users', *Deutsches Ärzteblatt International*, vol. 118, p. 118.

- 79 per cent of injuries, whereas collisions accounted for just over 16 per cent of injuries.¹⁹¹ Israel has, since then, moved to a registration and licencing regime for all e-scooters and e-bikes.
- 4.26 Similarly, data from Victoria has previously indicated that falls account for just under 79 per cent of injuries, compared to collisions at just a little over 21 per cent.¹⁹²
- 4.27 In addition to the frequent and potentially serious injuries sustained by riders, the risk of collision with, or fall resulting from an encounter with an eMD is 'a significant and growing concern' for pedestrians and bystanders.¹⁹³ The European Transport Safety Commission notes that in collisions between an e-scooter and a pedestrian, the pedestrian is likely to be more seriously injured than the e-scooter rider.¹⁹⁴
- 4.28 Pedestrians who are blind or have impaired vision are especially vulnerable due to the silent operation and potentially high speeds of eMDs and electric vehicles. There is 'an even greater safety risk' when eMDs are ridden on footpaths,¹⁹⁵ as e-rideables are currently permitted to do. Vulnerable cohorts, such as older people, children, and people with disabilities, can more easily sustain injuries and fatalities resulting from:
- collisions in shared zones (footpaths and crossings)
 - falls (overtaking at speed, silently approaching)
 - falls caused by improperly parked or abandoned rental e-scooters
 - 'startle induced incidents.'¹⁹⁶
- 4.29 The silent nature of eMDs is a significant factor in these situations. For this reason, the Australian Government made installation of an Acoustic Vehicle

191 Ittai Shichman, Or Shaked, Shai Factor, Ahuva Weiss-Meilik and Amal Khoury, 'Emergency department electric scooter injuries after the introduction of shared e-scooter services: A retrospective review of 3,331 cases', *World Journal of Emergency Medicine*, vol. 13, no. 1, 2022, p. 8.

192 Jevan Cevik, David Read, Mark Putland, Timothy Fazio, Kellie Gumm, Amrita Varma, Roselyn Santos and Anand Ramakrishnan, 'The impact of electric scooters in Melbourne: data from a major trauma service', *ANZ Journal of Surgery*, vol. 94, no. 4, April 2024, p. 574. Note: falls also accounted for 77 per cent of e-scooter injuries in a study conducted by the Monash University Accident Research Centre.

193 Submission 127, Australasian College for Emergency Medicine, p. 2. See also the section in Chapter 5 on pedestrian-rider conflict.

194 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters*, European Transport Safety Council, February 2023, p. 12 and p. 23.

195 Submission 157, Vision Australia, p. 5.

196 Submission 127, Australasian College for Emergency Medicine, p. 2.

Alerting System (AVAS) compulsory under Australian Design Rules for all new electric vehicles from November 2025. An AVAS emits an artificial sound when travelling at low speeds, which is when electric vehicles are the quietest. This requirement will apply to all new 'quiet' vehicles in Australia from November 2026, which presumably will apply to new electric motorcycles. There is no requirement however for vehicles already in use to be retrofitted with an AVAS.¹⁹⁷ It follows that eMDs should also be required to be fitted with an AVAS.

Finding 27

The risk of collision with (or a fall resulting from) an e-rideable or e-bike is particularly concerning for older people, children, and those with disabilities, such as vision-impaired people.

Finding 28

Evidence from Australia and overseas suggests that falls (rather than collisions) account for most e-scooter incidents and injuries, at around 79 per cent.

Finding 29

There is some evidence to show that in collisions between an e-scooter and a pedestrian, the pedestrian is likely to be more seriously injured than the e-scooter rider.

Recommendation 5

That the State Government require electric mobility devices in WA to be fitted with an Acoustic Vehicle Alerting System (AVAS), as is now required under the Australian Design Rules for electric vehicles sold in Australia. The State Government should also advocate for this requirement to be included in future national standards for personal mobility devices, in line with requirements for other electric vehicles.

Injury type and severity

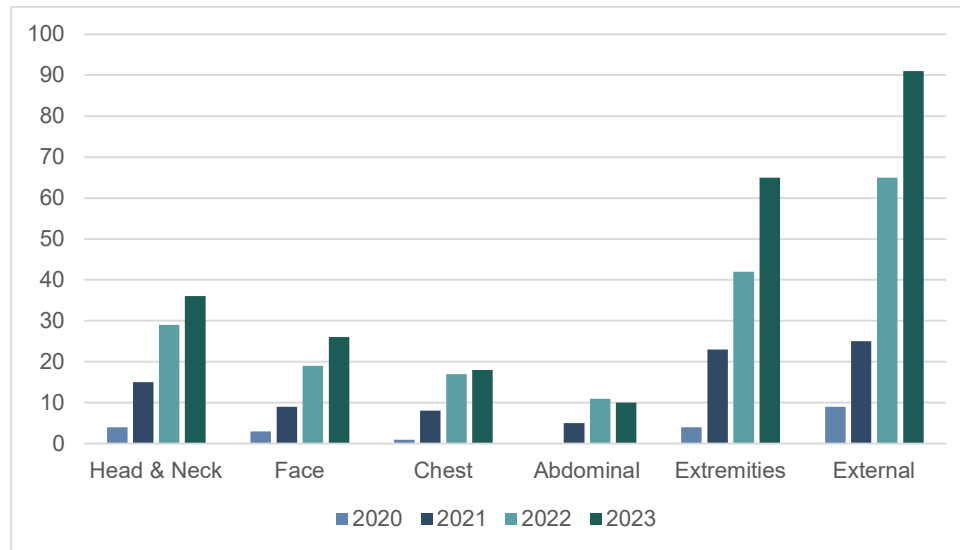
4.30 Evidence is largely consistent regarding the types of injuries resulting from e-scooter incidents, ranging from superficial soft tissue injuries to severe trauma. Major trauma injuries include intracranial haemorrhages, thoracolumbar and cervical spine fractures.¹⁹⁸

197 RACV, *What is an Acoustic Vehicle Alerting System (AVAS) for EVs?*, 5 November 2025, accessed 29 November 2025, <[What is an Acoustic Vehicle Alerting System \(AVAS\) for EVs? | RACV](#)>.

198 Kyle Raubenheimer, James Dodd, Martin J. Jarmin, Rohit Sarvepalli, Daniel M. Fatovich and Dieter G. Weber, 'Western Australian State Trauma Registry analysis of incidence and injury

- 4.31 Life-altering disabilities and internal injuries requiring surgery or extended rehabilitation are not uncommon.^{199 200} Rare, but nonetheless concerning, are injuries (particularly in children) relating to blunt force trauma to the spleen, liver, and kidneys.²⁰¹

Figure 4.4: E-scooter trauma in Western Australia: injury type, all ages, 2020–2023*



*Based on data received from the WA State Trauma Registry on 6 August 2025. Data relates to the metropolitan area only and includes major and minor trauma. Data is specific to e-scooters and does not include other types of e-rideables.

- 4.32 Studies suggest that most e-scooter patients experience minor trauma (injuries that are not life-threatening but still require medical treatment). Often multiple injury types are experienced. The most common types of injuries, both major and minor trauma (refer to Figure 4.4), include:
- head trauma (seen in WA and Victoria in over 40 per cent of cases)
 - spinal injuries
 - upper and lower limb injuries (in WA and Victoria in approximately 20 per cent of cases; in a Broome study injuries to upper limbs were prevalent, in around 45 per cent of cases)

patterns associated with e-Scooter injuries: 5-year retrospective case series', *ANZ Journal of Surgery*, vol. 93, no. 7 - 8, July 2023, p. 1893.

199 Submission 127, Australasian College of Emergency Medicine, p. 2.

200 Submission 159, Department of Health, p. 2.

201 Submission 172, Australian Medical Association (WA), pp. 3-4.

- facial injuries (in the Broome study, presented in 17 per cent of cases).^{202 203 204}
205 206 207

4.33 Injury severity is demonstrated by a study showing that approximately 54 per cent of injured e-scooter riders required surgery for their injuries. Further evidence demonstrating severity is that 'paramedics classify roughly three-quarters of e-scooter call-outs as Priority 1 (life-threatening injuries).'²⁰⁸

We're seeing the whole range of injuries from broken bones, significant internal organ injuries, brain injuries, spinal cord injuries, injuries that have not just immediate impact but then lasting lifelong effects on patients.

– Professor Dieter Weber, Head of Trauma Services, Royal Perth Hospital

Finding 30

Injuries resulting from e-scooter incidents range from superficial soft tissue injuries to severe trauma and death. Studies suggest that most e-scooter patients experience minor trauma (injuries that are not life-threatening but still require medical treatment). Often multiple injury types are experienced.

Finding 31

The most common types of e-scooter injuries, both major and minor trauma, include head trauma, spinal injuries, upper and lower limb injuries, and facial injuries.

202 Submission 127, Australasian College of Emergency Medicine, p. 2.

203 Submission 159, Department of Health, p. 2.

204 Submission 172, Australian Medical Association (WA), pp. 3-4.

205 Kyle Raubenheimer, James Dodd, Martin J. Jarmin, Rohit Sarvepalli, Daniel M. Fatovich and Dieter G. Weber, 'Western Australian State Trauma Registry analysis of incidence and injury patterns associated with e-Scooter injuries: 5-year retrospective case series', *ANZ Journal of Surgery*, vol. 93, no. 7 - 8, July 2023, p. 1893.

206 Priya Singh, Meghana Jami, Joseph Geller, Caroline Granger, Lauren Geaney and Amiethab Aiyer, 'The impact of e-scooter injuries: a systematic review of 34 studies', *Bone and Joint Open*, vol. 3, no. 9, September 2022, pp. 674-683.

207 Joshua Briotti, Luke Sexton, John Robson and Sana Nasim, 'A 12-month retrospective cohort study investigating the incidence and short-term outcomes of e-scooter injuries in regional Western Australia', *ANZ Journal of Surgery*, vol. 94, no. 11, November 2024, pp. 1996-1997.

208 Submission 194, Department of Transport and Major Infrastructure, p. 15.

Injury demographics

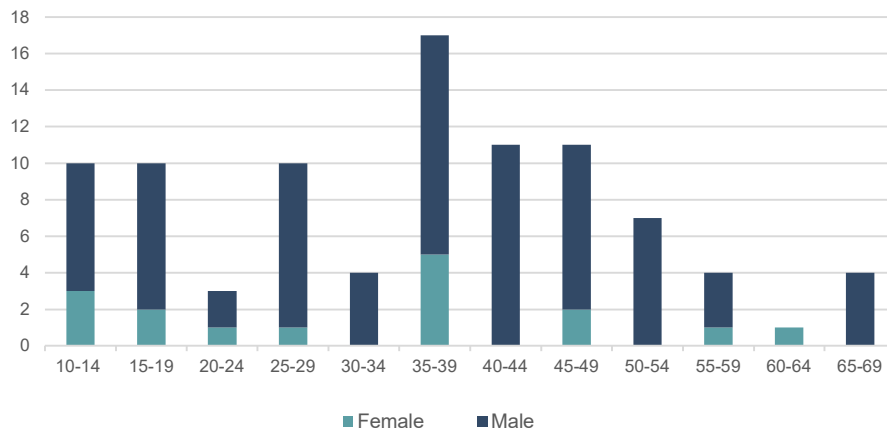
Gender

- 4.34 Overwhelmingly males are represented in e-scooter injury data.²⁰⁹ Evidence received by the Committee shows males account for 80 per cent of e-scooter-related injuries: most were aged 30 to 39 years (23 per cent), followed by those aged 10 to 19 years (22 per cent).²¹⁰ There is some evidence that this is also true for e-bikes and self-balancing devices.²¹¹

Age groups

- 4.35 Data from the WA State Trauma Registry and reports from emergency physicians and hospitals suggest that e-scooter injuries are concentrated in several age groups; however, the demographic with the highest reported frequency of serious injuries varies slightly depending on the source.

Figure 4.5: Major e-scooter trauma in Western Australia: age and gender*



*Based on data received from the WA State Trauma Registry on 6 August 2025. Data is for the period 1 January 2017 to 30 June 2024 and relates to the metropolitan area only. Data is specific to e-scooters and does not include other types of e-rideables.

209 Kyle Raubenheimer, James Dodd, Martin J. Jarmin, Rohit Sarvepalli, Daniel M. Fatovich and Dieter G. Weber, 'Western Australian State Trauma Registry analysis of incidence and injury patterns associated with e-Scooter injuries: 5-year retrospective case series', *ANZ Journal of Surgery*, vol. 93, no. 7 - 8, July 2023, p. 1892; Jevan Cevik, David Read, Mark Putland, Timothy Fazio, Kellie Gumm, Amrita Varma, Roselyn Santos and Anand Ramakrishnan, 'The impact of electric scooters in Melbourne: data from a major trauma service', *ANZ Journal of Surgery*, vol. 94, no. 4, April 2024, p. 572.

210 Submission 159, Department of Health, p. 2.

211 Monash University Accident Research Centre, 'Injuries associated with e-scooters, e-bikes and other e-micromobility devices: 2016 to 2023', *Hazard*, No 93, September 2024, p. 4.

- 4.36 Serious injuries documented by WA State Trauma Registry between 2017 to 2024 were most common among the 30 to 39 age group (23 per cent), followed by the 10 to 19 age group (22 per cent).²¹² Figure 4.5 is based on major trauma data relating to e-scooter incidents, categorised by age and gender.
- 4.37 Serious injuries and fatalities in people aged over 60 were also specifically mentioned in some evidence received by the Committee.²¹³

Children and young people

- 4.38 Injury risk has been shown to be greater for children, and they generally experience greater rates of fractures and polytrauma compared to adults.²¹⁴ Children and young people are disproportionately represented in e-scooter-related injuries and deaths.^{215 216 217} In a Broome-based study, the sample of patients show that 28 per cent of incidents involved people aged 16 or under.²¹⁸
- 4.39 Research published by the University of Melbourne found that for the period between January 2020 and July 2025 there were 37 fatal e-scooter incidents Australia-wide (the majority of these were in Queensland). Of these, 13 involved children under 18, which is just over a third. The author of this research calls this 'an alarming over-representation.' As he notes, e-scooters are illegal for people under 16 in most states and territories and most for-hire e-scooters are not available to those aged under 18.²¹⁹ There is also some evidence that children and young people are the most injured by other eMDs.²²⁰

Finding 32

Males are overrepresented in e-scooter injury data and there is some evidence to suggest they are also overrepresented in injuries from e-bikes and self-balancing devices.

212 Submission 159, Department of Health, p. 2.

213 Submission 127, Australasian College for Emergency Medicine, pp. 1-2.

214 Lara L. Cohen, Joseph S. Geller, Brian W. Yang, Paul R. Allegra and Seth D. Dodds, 'Paediatric injuries related to electric scooter use: a national database review', *Journal of Paediatric Orthopaedics*, vol. 31, no. 2, pp. 241-245.

215 Submission 122, Royal Australasian College of Surgeons, p. 2.

216 Submission 127, Australasian College for Emergency Medicine, pp. 1-2.

217 Submission 172, Australian Medical Association (WA), p. 2.

218 Joshua Briotti, Luke Sexton, John Robson and Sana Nasim, 'A 12-month retrospective cohort study investigating the incidence and short-term outcomes of e-scooter injuries in regional Western Australia', *ANZ Journal of Surgery*, vol. 94, no. 11, November 2024, p. 1996.

219 Associate Professor Milad Haghani, University of Melbourne, 'One in three Australian e-scooter fatalities are children', *Pursuit*, 18 August 2025, accessed 3 October 2025, <[One in three Australian e-scooter fatalities are children | Pursuit by the University of Melbourne](#)>.

220 Monash University Accident Research Centre, 'Injuries associated with e-scooters, e-bikes and other e-micromobility devices: 2016 to 2023', *Hazard*, No 93, September 2024, p. 4.

Finding 33

Injury risk appears greater for children—they generally experience greater rates of fractures and polytrauma compared to adults. There is evidence to suggest that children and young people are disproportionately represented in e-scooter-related injuries and deaths.

Finding 34

Serious e-scooter injuries recorded by the WA State Trauma Registry between 2017 to 2024 were most common among the 30 to 39 age group (23 per cent), followed by the 10 to 19 age group (22 per cent).

Timing and location of crashes and incidents leading to injury

- 4.40 A disproportionate number of e-scooter crashes resulting in serious injuries happen during the afternoon and night. WA officials have observed most incidents happening 'during evenings or early mornings when visibility is lower and riders may be impaired.'²²¹
- 4.41 In a Broome study, two-thirds of injuries were recorded between 6pm to 6am.²²² This is consistent with data from a Melbourne study.²²³
- 4.42 WA data shows that over 70 per cent of all e-rideable incidents occur in the warmer months (see Figure 4.6).²²⁴ This is consistent with other Australian and international data, which shows increases in incidents during warmer months, peaking in summer.^{225 226 227 228}

221 Submission 194, Department of Transport and Major Infrastructure, p. 16.

222 Joshua Briotti, Luke Sexton, John Robson and Sana Nasim, 'A 12-month retrospective cohort study investigating the incidence and short-term outcomes of e-scooter injuries in regional Western Australia', *ANZ Journal of Surgery*, vol. 94, no. 11, November 2024, p. 1997.

223 Monash University: Monash University Accident Research Centre, 'Injuries associated with e-scooters, e-bikes and other e-micromobility devices: 2016 to 2023', *Hazard*, No 93, September 2024, p. 4 and p. 22.

224 East Metropolitan Health Service, *Admissions to Royal Perth Hospital from E-rideable injuries*, Government of Western Australia, 20 July 2025, p. 1.

225 Jevan Cevik, David Read, Mark Putland, Timothy Fazio, Kellie Gumm, Amrita Varma, Roselyn Santos and Anand Ramakrishnan, 'The impact of electric scooters in Melbourne: data from a major trauma service', *ANZ Journal of Surgery*, vol. 94, no. 4, April 2024, p. 575.

226 Monash University Accident Research Centre, 'Injuries associated with e-scooters, e-bikes and other e-micromobility devices: 2016 to 2023', *Hazard*, No 93, September 2024, p. 4.

227 Submission 122, Royal Australasian College of Surgeons, p. 3.

228 Richard Alexander Clough, Esther Platt, Elaine Cole, Mark Wilson, Christopher Aylwin, 'Major trauma among E-Scooter and bicycle users: a nationwide cohort study', *British Medical Journal*, vol. 29, 2023, p. 123.

Figure 4.6: E-rideable and seasonal admissions to Royal Perth Hospital between 2017 – 2022²²⁹

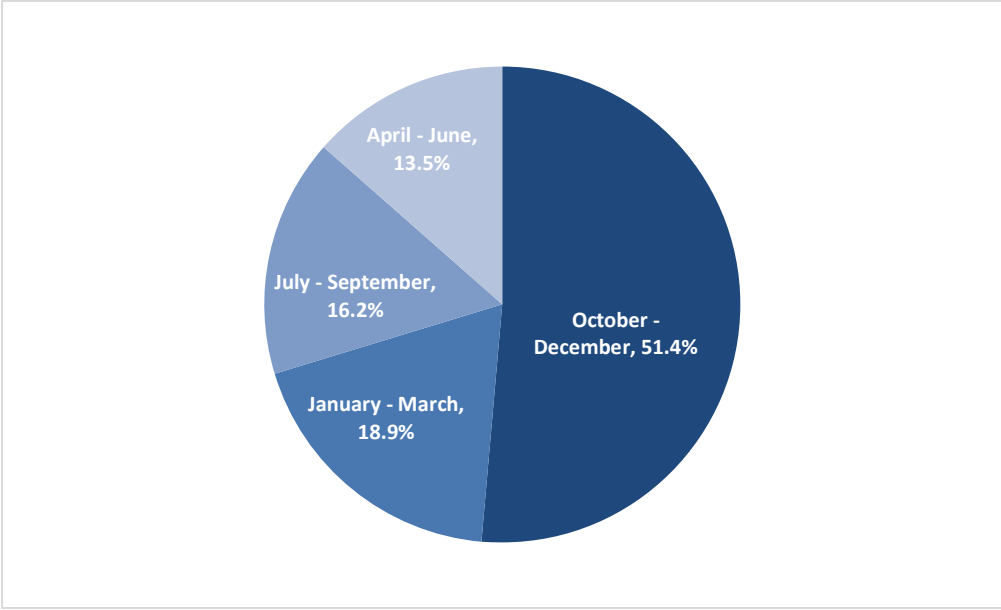
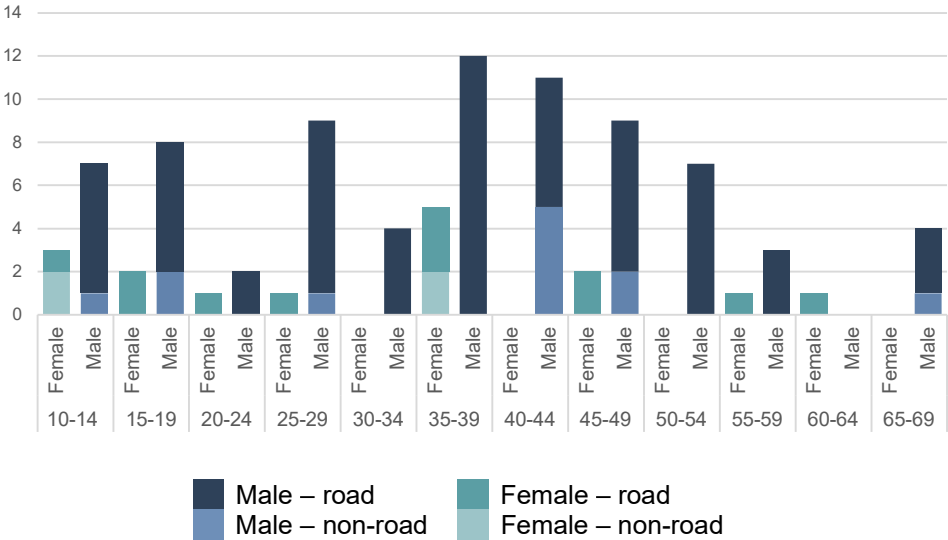


Figure 4.7: Major e-scooter trauma in Western Australia: age and gender for road/non-road*



*Based on data received from the WA State Trauma Registry on 6 August 2025. Data is for the period 1 January 2017 to 30 June 2024 and relates to the metropolitan area only. Data is specific to e-scooters and does not include other types of e-rideables.

229 Government of Western Australia: East Metropolitan Health Service, *Admissions to Royal Perth Hospital from E-rideable injuries*, 20 July 2025, p. 1.

- 4.43 It is notable that areas where pedestrian use is high such as riverfront paths, popular parks, inner-city paths and roads, appear to experience the most incidents.²³⁰
- 4.44 Accidents commonly occur on footpaths in WA with riders reportedly hitting poles, curbs, or pedestrians. Some crashes involve motor vehicles, particularly at intersections.²³¹ Figure 4.7 shows major e-scooter trauma data supplied by the State Trauma Registry, differentiated between road and non-road incidents.

Finding 35

E-rideable incidents occur most often during the warmer months, in the afternoon and at night.

Finding 36

E-rideable incidents commonly occur on footpaths. Sometimes motor vehicles are involved, particularly at intersections.

Factors contributing to death and injuries

- 4.45 The Committee’s investigations revealed a concerning lack of awareness of the safety risks associated with eMDs, particularly e-scooters. There also appears to be a widespread lack of understanding of, and compliance with, road rules.²³² Currently riders do not need to demonstrate skill or obtain a licence before riding an e-scooter, or any other eMD.²³³

Safety is driven by four key factors: by what you ride, where you ride, how you ride and even when you ride.

– Krystyna Weston, Chair, eMobility Australia

- 4.46 Non-compliance with road rules is thought to be associated with many e-scooter and e-bike incidents causing injury or death; for example, helmet non-use, intoxication, excessive speed, and carrying passengers.²³⁴
- 4.47 E-scooters and e-bikes which can travel faster than the legal limit are also said to be involved in many of these incidents. Legal e-scooters and e-bikes are speed

230 Submission 194, Department of Transport and Major Infrastructure, p. 16.

231 *ibid.*, p. 16.

232 See Chapter 8.

233 See Chapter 9.

234 See Chapter 8.

limited to 25 km/h; however, they can be modified to achieve speeds in excess of this, rendering them non-compliant.²³⁵

- 4.48 In addition, without dedicated e-mobility infrastructure, existing roads and paths must be shared with a range of users. This can create conflict between riders and pedestrians, or riders and larger motor vehicles, and poses significant safety risks. The use of footpaths by e-rideables, while not ideal, is necessitated by a lack of alternative infrastructure suitable for riders.²³⁶

Finding 37

Non-compliance with road rules and the use of unsafe and non-compliant electric mobility devices (usually e-scooters and e-bikes) are factors present in many incidents causing serious injury and death.

Lithium-ion battery fires

- 4.49 Concerns about the fire risks posed by lithium-ion battery (LiB) were raised in inquiry evidence by members of the public.²³⁷ Overcharging, physical damage or manufacturing defects can cause thermal runaway and lead to fires. Damage to batteries can occur through the misuse of e-rideables. As these eMDs become increasingly common in public and private spaces, emergency services report an increasing number of preventable house fires caused by LiBs.
- 4.50 The Department of Fire and Emergency Services (DFES) reports that 55 accidental residential structure fires were started by e-rideable batteries since 2022–2023: this is placing increasing pressure on emergency services.²³⁸
- 4.51 Although an Australian and New Zealand safety standard exists, DFES observed that e-rideables and their batteries are only subject to the standard when manufactured in Australia—the standard does not capture imported batteries that are cheaper and readily available online.²³⁹
- 4.52 The Australian Fire and Emergency Service Authorities Council advised there are discussions with governments to ensure e-rideables meet prescribed standards and certification. Work is also underway to develop public education campaigns to raise awareness of battery fires and safe practices. However, there are other safety issues that emergency services are grappling with:

235 See Chapter 6.

236 See Chapter 5.

237 Submission 196, Reuben Farr, p. 1; Submission 263, Georgina Kerr, p. 1; Submission 268, Julian Richards, p. 1; Submission 215, name withheld, p. 1.

238 Submission 165, Department of Fire and Emergency Services, pp. 1-2.

239 Submission 165, Department of Fire and Emergency Services, pp. 1-2.

- Occupied buildings often lack safe areas for storing and charging e-rideables.
- There are inadequate planning controls to support safe bulk storage of LiBs and e-rideables.
- Taking e-rideables on public transport can prove hazardous for passengers in the event of battery failure.
- The sale of aftermarket, second-life batteries and faulty eMDs online poses risks.
- The disposal of eMDs and batteries in conventional waste streams can result in fires and environmental harm.²⁴⁰

4.53 Although some research is occurring to support the safe adoption of LiBs, the Australian Fire and Emergency Service Authorities Council highlighted that further research is needed.²⁴¹

Finding 38

Poor battery quality and misuse of e-rideables are contributing to safety risks posed by these devices. As their use becomes increasingly common in public and private spaces, emergency services report an increasing number of preventable house fires caused by e-rideable lithium-ion batteries.

Trauma support for those affected by e-rideable incidents

4.54 This inquiry has spent much of its focus on how to foster safe usage of e-rideables due to the impact of physical injuries. However, attention needs to be given to the mental health trauma arising from e-rideable-related incidents. For example, trauma from being injured by an e-scooter (rider or pedestrian), having a loved one pass away from an incident, or even the impact of a ‘near miss.’

... we witness firsthand the devastating impact of road incidents, including those involving e-scooters. The injuries sustained can be life-altering, affecting not only the riders but also their families and communities.

- Injury Matters

4.55 In WA anyone who is impacted by road trauma can access free counselling and support. This is provided through Injury Matters and funded by the Road Trauma Trust Account, with contract management by the Road Safety Commission.²⁴²

240 Submission 158, Australasian Fire and Emergency Service Authorities Council, pp. 10-11.

241 *ibid.*, pp. 12-13.

242 Injury Matters, *Annual Report 2023-2024*, p. 21.

- 4.56 However, no equivalent service is provided to those impacted by e-rideable or e-bike related trauma that occurred on a path. It is not seen as a failure of road safety and is therefore excluded from their remit. Brooke Lane told the Committee that she was unable to access support for her mother after her brother passed away from an e-scooter incident in February 2025:

I contacted road trauma to get some access to counselling, especially for my mother, and they said there was no funding available. [...] because it was a footpath and because his e-rideable was not registered.²⁴³

- 4.57 This is not an isolated case. Injury Matters advised that they 'have encountered multiple incidents of community members requiring counselling support after being directly involved in an e-rideable incident on a WA transport network'.²⁴⁴ There is undoubtedly a need for this service to be provided to those who have experienced this trauma, regardless of where it occurs or whether the eMD is registered or otherwise regulated.

Finding 39

Some e-rideable and e-bike incidents and resulting trauma are not covered by the free counselling and support funded by the Road Trauma Trust Account and managed by the Road Safety Commission.

Recommendation 6

That the Minister for Road Safety address the current gaps in counselling support for road safety incidents funded out of the Road Trauma Trust Account. Provision should be made to include people impacted by e-rideable and e-bike trauma, regardless of where the incident occurs or how the device is captured by licencing and registration requirements.

243 Brooke Lane, *Transcript of Evidence*, 15 September 2025, p. 4.

244 Submission 140, Injury Matters, p. 1.

Chapter 5

Infrastructure for e-rideables and e-bikes

E-mobility is part of the future transport landscape

5.1 Demand for e-rideables and e-bikes will continue to grow.²⁴⁵ As more people take up alternative modes of transport there is increased pressure put on our existing infrastructure—more dedicated, separated infrastructure is needed to support safely sharing roads and paths.²⁴⁶

e-rideables and e-bikes do have a place in a sustainable transport system... The challenge is therefore to find a way to integrate these devices into the transport system in the safest way possible.

5.2 Transport infrastructure in WA has traditionally been developed to support cars—as e-rideables and e-bikes become a larger part of the transport mix, planning across the transport network needs to shift to include these devices.

– Department of Transport and Major Infrastructure

5.3 The Road Safety Commission recognises that more priority needs to be given to creating and improving infrastructure for e-mobility use, rather than continuing to prioritise infrastructure for cars.²⁴⁷ The Road Safety Commissioner advised that:

If you just look at the CBD, if you want to promote pedestrianism and walking and active mobility, particularly in light of recent trends of working from home—the numbers of traffic and everything sort of calmed a bit in the city. There may be an opportunity to take space from cars, a lane of traffic to create dedicated commuter bike lanes. At the moment we are saying you are either on a footpath or you are on a road mixing with traffic. If you can create dedicated infrastructure separated from cars, then you fundamentally reduce the risk—pedestrians versus riders, but also motor vehicles versus riders.²⁴⁸

245 Submission 194, Department of Transport and Major Infrastructure, p. 4.

246 Submission 156, Road Safety Commission, p. 7.

247 *ibid.*, p. 1.

248 Adrian Warner, Commissioner, Road Safety Commission, *Transcript of Evidence*, 6 August 2025, p. 5.

- 5.4 It is imperative that the State Government starts to consider e-mobility as a growing mode of transportation, affording it the same priority as other motor vehicles.

Finding 40

Transport infrastructure in Western Australia has been developed to primarily support cars. However, as e-rideables and e-bikes become more popular, this focus needs to shift to include prioritising the development of infrastructure that is suitable for e-mobility options.

Infrastructure shapes interactions between riders and pedestrians

The challenge of integrating e-rideable use into existing infrastructure

- 5.5 As e-rideables and e-bikes gain popularity and as population grows, our existing transport infrastructure system is supporting a new mix of interacting users which poses challenges for regulators in ensuring safe transport. There is particular concern about the interaction of riders and pedestrians given the risks for serious injury and death, and although regulation and rules for eMD use are essential for improving safety—infrastructure also plays a key role in safely integrating e-rideables and e-bikes into the transport network.
- 5.6 The infrastructure available to e-mobility users often dictates the speed at which it is safe to travel. There is a socialisation aspect to interaction among road and path users—the speed of all vehicles using the same road or path should be aligned as far as possible to minimise the speed differential. The concept of socialisation was explained by the Managing Director, Transport, Department of Transport and Major Infrastructure:

At 50 kilometres an hour, the vehicle will dominate and it is difficult for pedestrians, cyclists and others to make eye contact. At 30 kilometres an hour, socially, it is much more balanced because it is a social environment. We are operating together, collectively and all the rest of it. It is interesting not only from the safety point of view, but again that adds into safety if the driver of a vehicle at 30 and other users can interact and make eye contact ... It changes the nature of an interaction.²⁴⁹

249 Iain Cameron, Managing Director Transport, Department of Transport and Major Infrastructure, *Transcript of Evidence*, 15 September 2025, p. 11.

- 5.7 The Committee understands that many paths in Perth are not designed to safely separate fast- and slow-moving users.²⁵⁰ The use of e-rideables in entertainment precincts and other highly pedestrianised areas in particular poses a significant safety issue given the mix of motorised vehicles and vulnerable road users such as pedestrians.²⁵¹

Pedestrian-rider conflict

- 5.8 E-mobility devices have ‘been allowed to occupy pedestrian spaces’, largely where there isn’t a better alternative. The proliferation of these devices, as well as ‘the emboldening of their users’ risks creating a ‘disincentive to pedestrians using the space.’²⁵²

e-rideables are less likely to harm a pedestrian than a car in a collision, but without clear and dedicated space allocation e-rideable and pedestrian conflict is inevitable.

– Marie Verschuier, Dr Giles Thomson and Prof Peter Newman

- 5.9 A lack of appropriate and dedicated e-mobility infrastructure has necessitated this compromise. When the National Transport Commission was designing model laws for personal mobility devices, it decided to permit e-rideable use on footpaths and bicycle paths to minimise the interaction between e-rideables and motor vehicles, where e-rideable users would be at significant risk of harm.²⁵³
- 5.10 To minimise safety risks for pedestrians, it was determined by the National Transport Commission that speeds on footpaths should be within the range of typical speeds achieved by pedestrians, from a slow walk through to running, being between 3–12 km/h.²⁵⁴ Current regulations in WA allow e-rideables to travel on footpaths at a maximum speed of 10km/h, which creates potential conflict between pedestrians and e-rideables.²⁵⁵
- 5.11 The use of footpaths has been in question since the highly publicised death of Perth father Thanh Phan in June 2025 after being struck from behind by an e-scooter whilst he was standing on a footpath in Perth’s CBD.²⁵⁶

250 Submission 104, Dr Guido Wagner, p. 1.

251 Submission 149, National Transport Research Organisation, pp. 4-5.

252 Submission 194, Department of Transport and Major Infrastructure, p. 10.

253 National Transport Commission, *Barriers to the safe use of personal mobility devices – Decision Regulation Impact Statement*, August 2020, pp. 37 -38.

254 *ibid.*, pp. 41-42.

255 Submission 143, RAC WA, p. 4.

256 Cason Ho, 'Perth man Thanh Phan dies after being hit by e-scooter in alleged drunken crash', *ABC News* (web-based), 3 June 2025, accessed 30 October 2025, <[Perth man Thanh Phan dies after being hit by e-scooter in alleged drunken crash - ABC News](#)>.

- 5.12 As noted in Chapter 1, this tragedy was the impetus for this inquiry and has provided the community the opportunity to share their experiences and opinions. Accordingly, the Committee received numerous submissions from members of the public detailing their negative experiences and interactions with e-scooters on footpaths. For example:

I would like to propose that e-scooters not be allowed on pedestrian footpaths. Speeding is not enforced and neither are helmets. I was knocked into the steel fence along West Coast drive Sorrento by a 12 yr old child who was speeding (approx 20km/hr) on an e-scooter without a helmet. I sustained significant discomfort and bruising to my hip. If it had been an elderly person or a small child that was hit, the injuries could have been far worse. Speeding e-scooters are a common occurrence where I see them being ridden down the middle of our roads at speeds of 25-30km without a helmet on. [WA Police] need to be out periodically on the busy pedestrian paths like West Coast drive to issue infringements.²⁵⁷

- 5.13 The Pedestrian Council of Australia, opposes the use of footpaths by e-rideables:

The footpath, once a sanctuary for children, the elderly, and people with disabilities, is now a no-go zone. Vision Australia reports that over 90% of its members feel unsafe walking due to the threat of silent, fast-moving e-rideables.²⁵⁸

- 5.14 The following anecdote from Vision Australia illustrates this:

... I went to step out of the shop, but someone grabbed me and pulled me back in. I felt annoyed because I thought they must have decided that I would trip on the small step down to the footpath. So, I said, "what did you do that for – I know there's a step there". The person said, "no, if you'd stepped down you would've been wiped out by a bike that was flying down the hill". I had absolutely no idea there was a bike there – it made no sound at all – certainly no sound that I could hear above the level of the background noise. If that person hadn't pulled me back out of the path of the speeding bike, I might be dead now, or at any rate seriously injured.²⁵⁹

257 Submission 20, Lynne Bowes, p. 1.

258 Submission 110, Pedestrian Council of Australia Limited, p. 2.

259 Submission 157, Vision Australia, p. 5.

- 5.15 Pedestrians report feeling unsafe using paths due to experiences of near misses and/or inappropriate riding, for example:

The irresponsible e-scooter rider behaviour continues and is now more common alongside increased use of e-scooters: even earlier this week we narrowly escaped an evening footpath collision with an e-scooter rider who was clearly riding at a speed substantially over 10 kph (and I believe probably over 25kph), who was riding without lights, and who gave no warning of his presence. [...] I have at least three times fallen when similar events have occurred in the past: this may appear a relatively minor matter, and fortunately I am fairly fit, but it is nonetheless significant cause for concern to someone in their late 70s.²⁶⁰

- 5.16 To decrease conflict between pedestrians and e-rideable users the Road Safety Commission has recommended that e-rideables be allowed to travel on all roads with a speed limit up to 50 km/h. Currently, e-rideables cannot ride on roads of (up to) 50 km/hr with a dividing line or a median strip. This amendment aims to allow riders to choose whether to ride on the footpath or the road, particularly in highly used pedestrian areas such as the Perth CBD.²⁶¹

- 5.17 WestCycle supports e-scooters travelling on roads with 60 km/h speed limits, where dedicated cycle lanes are present.²⁶²

Many urban and suburban streets have 60km/h speed limits, and excluding e-scooters from these roads severely limits their practical utility as a transport option. Allowing e-scooters travelling at 25km/h to use these streets where cycle infrastructure exists, ensures they can function as a viable option for everyday journeys while maintaining reasonable safety parameters.²⁶³

- 5.18 In contrast to the Road Safety Commission and WestCycle, WA Police do not support increasing road use by e-rideables:

Advice from Main Roads Western Australia indicates that residential streets without dividing lines typically have low traffic volumes and do not require such markings for safety. A dividing line is not required on an urban road if the traffic volume is less than 2,500 vehicles per day.

260 Submission 106, Mike Daube, p. 1.

261 Submission 156, Road Safety Commission, p. 3.

262 WestCycle Inc, Recommendations for a national regulatory framework for e-scooters, p. 7.

263 *ibid.*

Expanding the use of e-rideable devices to these busier roads would significantly increase the risk of crashes between motor vehicles and e-rideable devices, with potentially catastrophic outcomes.²⁶⁴

- 5.19 Injury Matters also opposes the amendment proposed by the Road Safety Commission, citing evidence which shows that the chance of survival when hit by a car at 30 km/h is 90 per cent, decreasing to 10 per cent at 50 km/h.²⁶⁵
- 5.20 Another way to decrease pedestrian-rider conflict is to prohibit e-rideables from riding on footpaths (or at all) within entertainment precincts and high use pedestrian areas.^{266 267}
- 5.21 The City of Geraldton recommended the introduction of restricted access zones in high use pedestrian areas such as central business districts. Where use of e-rideables is prohibited, access to secure parking facilities at the edge of those areas would ensure the economic benefits for local businesses is not affected.²⁶⁸
- 5.22 The City of Perth, when operating its 'for hire' e-scooter scheme trial (which is currently suspended), used geofencing to regulate access to certain areas and shape rider behaviour 'by enabling slow-speed zones, exclusion areas, and temporary shutdowns.' It had also restricted operations at certain times in Northbridge 'due to it being a nighttime entertainment precinct' which it said was successful.²⁶⁹
- 5.23 The Road Safety Commission sees a role for local governments in providing nuanced responses according to the unique needs of local users.²⁷⁰ The Committee acknowledges that it is extremely challenging to prescribe exactly which areas should be restricted or banned and can see merit in providing local governments the ability to manage e-rideables in line with local conditions and risks.
- 5.24 While acknowledging the serious issues associated with footpath use by e-rideables, the Committee does not support a total ban, due to the current lack of alternative infrastructure. However, it is necessary to restrict the use of e-rideables in the high pedestrian areas to ensure pedestrian safety. Appropriate parking

264 Submission 170, Western Australia Police Force, p. 3.

265 Submission 140, Injury Matters, p. 4.

266 Submission 76, Erin Otten; Submission 110, Pedestrian Council of Australia Limited, p. 2; Submission 170, WA Police, p. 3.

267 Submission 156, Road Safety Commission, p. 7.

268 Submission 109, City of Greater Geraldton, p. 2.

269 Submission 155, City of Perth, pp. 4-5.

270 Submission 156, Road Safety Commission, p. 7.

facilities should be provided at the perimeter of restricted areas to facilitate their use to and from these areas.

- 5.25 If footpaths are to be used by e-rideables for the foreseeable future, until more appropriate options are in place, it is critical that speed limits on footpaths are enforced.

Finding 41

Integrating e-mobility into currently available infrastructure presents challenges. Allowing e-rideables to travel with larger motor vehicles on roads presents high risk due to the speed differential and lack of socialisation. Conversely, many paths in Perth are not designed to safely separate fast- and slow-moving users, and the use of footpaths by e-rideables creates conflict with pedestrians.

Finding 42

The use of e-rideables in entertainment precincts and other highly pedestrianised areas, particularly on footpaths, poses a significant safety issue given the mix of motorised vehicles and vulnerable road users such as pedestrians.

Finding 43

Pedestrians report feeling unsafe using paths due to experiencing collisions or 'near misses' with e-rideables and e-bikes.

Finding 44

In order to decrease conflict between pedestrians and riders, the Road Safety Commission has recommended that e-rideables be permitted to travel on all roads with a speed limit up to 50 km/h. However, the WA Police Force are concerned that this will increase conflict between motor vehicles and riders, resulting in more incidents.

Finding 45

Due to the current lack of alternative infrastructure, the use of footpaths by e-rideables remains the only option in some cases and this provision should remain in regulations until other options are available.

Finding 46

Restricting the use of e-rideables in high pedestrian areas to ensure pedestrian safety is appropriate and should be implemented by local governments where needed. Appropriate parking facilities should be provided at the perimeter of restricted areas to facilitate their use to and from these areas.

Recommendation 7

That the State Government determine and designate dismount zones that could include Protected Entertainment Precincts.

Recommendation 8

That the State Government empower local governments to declare other areas as dismount zones.

Dedicated infrastructure to improve safety

- 5.26 A wide range of stakeholders recognise the safety benefits of infrastructure dedicated to e-rideables and e-bikes.²⁷¹ Main Roads WA told the Committee that ideally, e-rideables would be segregated from people walking.²⁷² The City of Perth recognises the need for dedicated e-rideable infrastructure which is separate to footpaths wherever possible.²⁷³
- 5.27 In addition to pedestrian-rider conflict concerns outlined above, the use of footpaths is also a risk to the rider. The Department of Transport highlighted the risks for injury associated with e-rideables that travel on footpaths at unsafe speeds, where the built form—adjacent buildings, posts, driveways and sightlines—were purposefully designed for walking and low speed interactions with vehicles entering and leaving the roadway.²⁷⁴
- 5.28 WA Police observe that footpaths were not designed for high speed devices and the lack of suitable infrastructure in place for e-rideables creates unsafe conditions for all users.²⁷⁵ Given the emerging trend of heavier and faster devices becoming a greater part of the transport mix, the potential for death and serious injury to slower and unprotected users will increase where these users are sharing infrastructure.²⁷⁶

271 For example: Submission 15, Paul Cottrell, p. 1; Submission 31, Dr Christopher Nichols, p. 4; Submission 36, Max Fitzgibbon, p. 2; Submission 140, Injury Matters p. 4; Submission 146, Lime, p. 2; Submission 169, Beam Mobility, p. 3; Submission 171a, Australian Electric Vehicle Association WA, p. 1; Submission 240, Maurice Berger, p. 1; Submission 263, Georgina Ker, p. 4.

272 Submission 162, Main Roads WA, p. 4.

273 Michelle Reynolds, Chief Executive Officer, City of Perth, *Transcript of Evidence*, 15 September 2025, p. 3.

274 Submission 194, Department of Transport, pp. 3-4.

275 Submission 170, WA Police, p. 3.

276 Submission 194, Department of Transport, p. 5.

- 5.29 The Committee heard about how e-rideable and e-bike users want to use dedicated infrastructure, rather than footpaths or motor vehicle roads.²⁷⁷ The City of Vincent Mayor commented that:

Footpaths actually tend to be quite dangerous not just for pedestrians and other users who are on there, but for the actual riders themselves. Where there is an option to be able to look at using bike paths, you want it all the time. You always want to be able to look at protected lanes and protected bike paths.²⁷⁸

- 5.30 One e-bike rider told the Committee:

I ride responsibly every day, but there have been occasions when I've had no choice but to use pedestrian paths due to the lack of dedicated cycling infrastructure.²⁷⁹

- 5.31 Research from the University of Queensland shows that separated infrastructure improves road rule compliance. A recent study found that when riders have a choice between a footpath and a bike lane or a separated cycle track, fewer riders choose the footpath and are more likely to comply with speed limits.²⁸⁰
- 5.32 The Committee heard that in other jurisdictions, particularly Melbourne and Canberra, dual-use and separated paths are being expanded to reduce conflict between riders and pedestrians.²⁸¹ RAC WA told the Committee that protected on-road bike lanes should be rolled out in high pedestrian areas such as the Perth CBD to enable e-riders to travel safely.²⁸²
- 5.33 Although infrastructure developed for active transport such as bike lanes can reduce conflict between different road or path users, the Road Safety Commission has highlighted concerns that not all infrastructure designed for bike use can be safely used for e-rideables, given e-rideables are more affected by uneven surfaces, have a smaller wheel size, have limited suspension and a different geometry to bikes.²⁸³
- 5.34 The Road Safety Commission advised additional strategies for integrating e-rideables could include designating key roads for active transport and creating

277 Submission 1, Brooke Lane, pp. 1-2; Submission 72, Bob Harvie, p. 3; Submission 139, Gary Hawkins, p. 1.

278 Alison Xamon, Mayor, City of Vincent, *Transcript of Evidence*, 15 September 2025, pp. 2-3.

279 Submission 264, Sebastian Davenport-Handley, p. 1.

280 Submission 141, The University of Queensland Micromobility Research Cluster, p. 1.

281 Submission 104, Dr Guido Wagner, p. 2.

282 Submission 143, RAC WA, p. 1.

283 Road Safety Commission, *Review of the e-rideable Road Safety Rules*, May 2025, p. 25.

designated parking areas for e-rideables by repurposing car parks.²⁸⁴ The National Transport Research Organisation highlighted the importance of developing adequate end-of-trip facilities such as parking, when undertaking planning for future infrastructure to avoid unsafe 'kerbside clutter'.²⁸⁵ RAC WA also highlighted that safely integrating e-rideables into the transport network will require physical infrastructure improvements including dedicated on-road parking bays and kerb ramps at transition points.²⁸⁶

- 5.35 Although infrastructure improvements are essential to safely integrating e-rideables and e-bikes into the transport system, stakeholders acknowledge feasibility constraints which need to be considered in planning dedicated infrastructure.²⁸⁷ Separated infrastructure is expensive, takes space that may not be readily available, and some changes cannot be enacted quickly.²⁸⁸
- 5.36 The WA Bicycle Network Plan and the WA Active Travel Strategy 'Walk, Wheel, Ride, Thrive' currently being developed, could incorporate and support planning for dedicated eMD infrastructure. The Active Travel Strategy is referred to as the first of its kind in WA and will align State Government 'strategies and initiatives relevant to walking, wheeling and riding.'²⁸⁹

Finding 47

There is some evidence to show that separated infrastructure improves road rule compliance and therefore safety.

Finding 48

Footpaths were not designed for motorised devices, particularly those travelling at higher speeds, and the lack of alternative infrastructure for e-rideables is creating unsafe conditions for all users.

Finding 49

There is a need for dedicated e-rideable infrastructure which is separate to footpaths wherever possible and may even need to be separated from bicycle paths in some cases.

284 Submission 156, Road Safety Commission, p. 1.

285 Submission 149, National Transport Research Organisation, p. 4.

286 Submission 143, RAC WA, p. 3.

287 Submission 149, National Transport Research Organisation, p. 4; Submission 143, RAC WA, p. 3.

288 Road Safety Commission, *Review of the e-rideable Road Safety Rules*, May 2025, p. 25; Adrian Warner, Commissioner, Road Safety Commission, *Transcript of Evidence*, 6 August 2025, p. 9.

289 Department of Transport and Major Infrastructure, *About the WA Active Travel Strategy*, 17 October 2025, accessed 29 November 2025, <[WA Active Travel Strategy | Transport WA](#)>.

Finding 50

Integrating e-rideables into the transport network also requires other infrastructure improvements, for example, dedicated parking bays and kerb ramps at transition points.

Finding 51

Separated and dedicated road and path infrastructure is expensive, takes space that may not be readily available, and takes time: alternatives are needed where dedicated infrastructure is not feasible.

Recommendation 9

That the State Government prioritise the development of dedicated e-rideable infrastructure, and work with local government authorities to develop a state-wide strategy for funding and implementation. This could be undertaken in alignment with the WA Bicycle Network Plan and incorporated into development of the new WA Active Travel Strategy.

Investment in dedicated infrastructure

5.37 A recent study of governance in three Australian cities, including Perth, identified a lack of committed government funding for managing micro-mobility, and no budget support to expand e-mobility infrastructure. This is seen as being a failure to recognise fully the potential benefits of this mode of transport. While there are some investments proposed for the provision of cycling infrastructure, the study argues that there has been:

limited consideration within policy of how this existing infrastructure can be adapted in a meaningful way to accommodate and facilitate micro-mobility given that these modes can travel at higher speeds than conventional bikes thus creating potential for conflict.²⁹⁰

5.38 The Committee heard from a range of stakeholders calling for investment into infrastructure that can safely integrate e-rideables alongside other path and road users.²⁹¹ Researchers who found that a safe infrastructure network reduces conflicts between different transport modes, argue infrastructure investment

290 Carey Curtis, Xiao Ma, Louise Reardon, Crystal Legacy, John Stone, 'Micro-mobility: A Policy Vacuum in Australia', *Urban Policy and Research*, vol. 43, no. 2, 13 June 2025, p. 115.

291 Submission 2, Dr Sky Croeser, p. 1; Submission 31, Dr Christopher Nichols, p. 4; Submission 146, Lime, p. 2; Submission 157, Vision Australia p. 4; Submission 172, Australian Medical Association (WA), p. 2; Submission 192, Grzegorz Babiszewski, p. 1; Submission 258, Hon Dr Brad Pettitt MLC, p. 2.

should be prioritised across the construction and maintenance of separated cycling and e-scooter pathways and routes.²⁹²

- 5.39 Some subject matter experts are calling for a large part of the Main Roads WA budget to be dedicated to creating pedestrian, cycle and e-rideable spaces.²⁹³ RAC WA suggest that the Perth Parking Licensing Account—which it says holds \$173 million—could be used as a source to invest in infrastructure improvements to support safe e-rideable use. The account, which raises revenue to promote a balanced transport system to gain access to central Perth and to limit the growth of traffic congestion and deterioration of air quality in the central area, is forecast to nearly double over the next four years.²⁹⁴
- 5.40 Several local governments advocate for dedicated infrastructure investment,²⁹⁵ identifying that current infrastructure is not designed for micro-mobility.²⁹⁶ Specific issues raised by local governments include:
- Current footpaths are not fit for e-rideables – uneven paving, inadequate width, poor lighting and insufficient separation from traffic or pedestrians contribute to safety risks.²⁹⁷
 - Uneven pathways and roads, and uneven transitions between pathways and roads are a safety hazard for e-devices.²⁹⁸
 - Congestion on shared use paths,²⁹⁹ and e-devices are competing with pedestrians on narrow paths.³⁰⁰
 - Lack of amenities for users of active transport including charging infrastructure and end of trip facilities.³⁰¹
 - Modal integration is incomplete; there is a need for better integration with the public transport network.³⁰²

292 Submission 144, Richard Buning, p. 3.

293 Submission 88, Marie Verschuer, Giles Thomson and Peter Newman, pp. 3-4.

294 Submission 143, RAC WA, p. 5.

295 Submission 155, City of Perth, p. 5; Submission 167, City of Stirling, p. 2; Submission 168, City of Vincent, p. 11.

296 WALGA, *Summary of Issues and Challenges for Active Transport in WA*, February 2025, accessed 21 November 2025, <[Microsoft Word - Summary of Issues, Challenges for Active Transport in WA \(ID 797713\)](#)>.

297 Submission 123, Shire of Serpentine Jarrahdale, p. 2.

298 Submission 109, City of Greater Geraldton, p. 2.

299 Submission 167, City of Stirling, p. 2.

300 Submission 123, Shire of Serpentine Jarrahdale, p. 2.

301 Submission 167, City of Stirling, p. 2; Submission 123, Shire of Serpentine Jarrahdale, p. 2.

302 WALGA, *Summary of Issues and Challenges for Active Transport in WA*, February 2025, accessed 21 November 2025, <[Microsoft Word - Summary of Issues, Challenges for Active Transport in WA \(ID 797713\)](#)>.

- Shared spaces are not delineated adequately.³⁰³

Local government funding for infrastructure

5.41 Local governments have the responsibility for providing and maintaining the infrastructure, including roads and paths, signage and other amenities related to the safe usage of e-rideables and other e-mobility devices.³⁰⁴ They receive funding from Main Roads WA, the Department of Transport and Major Infrastructure and from the Commonwealth through various agreements, grants and programs.³⁰⁵ The provision of funding is generally tied to specific works, meaning that local governments have very little latitude to determine how the funding allocation is spent.³⁰⁶

5.42 Local governments note challenges in maintaining current road and path infrastructure with funding currently available, making it difficult to prioritise investment in additional infrastructure for e-mobility. According to WALGA there is a challenge in that:

there is already a significant asset maintenance gap. The gap between what local governments require to manage and maintain the existing infrastructure and road network and what is available through the federal assistance grants and also Roads to Recovery is just increasing. The size of the road network is not reducing and the cost to maintain and manage that continues to increase. Whilst there is a real appetite and intent to try to do more in and around active transport, there is a natural decision that local governments are being required to make. If they are going [to] increase investment obviously relative to what they have available to them, it means that they are not going to be able to maintain the existing network they have to a sufficient standard.³⁰⁷

5.43 Inner-city local governments advised that they have particular interest in developing active transport infrastructure as a strategy to reduce traffic volume and congestion.³⁰⁸ The City of Perth advised that due to the State Government

303 Submission 123, Shire of Serpentine Jarrahdale, p. 2.

304 WALGA, *Active Transport*, accessed 21 November 2025, <[Active Transport | WALGA](#)> p. 6.

305 Local Government funding sources include: State Road Funds to Local Government Agreement, WA Bicycle Network Grants Program, Perth City Deal, Roads to Recover Program (Cth), Local Roads and Community Infrastructure Program (Cth), Financial Assistance Grant Program (Cth),

306 Michelle Reynolds, Chief Executive Officer, City of Perth, *Transcript of Evidence*, 15 September 2025, p. 23.

307 Nick Sloan, Chief Executive Officer, WALGA, *Transcript of Evidence*, 15 September 2025, p. 20.

308 Submission 155, City of Perth, p. 2 and Submission 168, City of Vincent, p. 11.

funding priority to active transport routes connecting to within 2kms of a Metronet station, there was limited ability to access funding through the Department of Transport WA Bicycle Networks Grants Program³⁰⁹, which is the major source of funding for local governments to support active transport infrastructure.

5.44 Both the Cities of Perth and Vincent have advocated (so far unsuccessfully) that the Perth Parking Licensing Account (which was also identified by the RAC, as noted above) be used to fund infrastructure upgrades such as dedicated bike lanes, improved footpaths and secure parking facilities.³¹⁰

5.45 The position of local governments reported by WALGA is that there is insufficient funding available for local government investment in active transport projects and the maintenance of existing active transport infrastructure.³¹¹

There is no dedicated, consistent funding stream for maintenance of AT [Active Transport] facilities at the [local government] level, and the lack of sufficient funding remains a major challenge to ensure an appropriate level of service is provided for AT users.³¹²

5.46 The City of Stirling highlighted the significant cost of upgrading pathways and establishing dedicated corridors for bicycles and e-rideables and suggested that the State Government could provide assistance to do this.³¹³

Finding 52

Local government funding for road and infrastructure comes from a variety of different sources.

Finding 53

Local governments are prioritising maintenance of existing infrastructure and road networks over investment into dedicated e-mobility infrastructure.

Finding 54

Inquiry stakeholders, particularly local governments, have identified a need for more investment in purpose-built infrastructure for e-rideables and e-bikes.

309 Submission 155, City of Perth, p. 12.

310 Submission 155, City of Perth, p. 4; Submission 168, City of Vincent, p. 13.

311 WALGA, *Active Transport and Micromobility Discussion Paper*, September 2025, pp. 36-37. [Active Transport and Micromobility- Discussion paper](#)

312 WALGA, *Summary of Issues and Challenges for Active Transport in WA*, February 2025, p. 3 [Microsoft Word - Summary of Issues, Challenges for Active Transport in WA \(ID 797713\)](#)

313 Submission 167, City of Stirling, p. 2.

Further research is needed

- 5.47 In the absence of comprehensive data on conflicts between e-rideables, e-bikes, pedestrians and other transport users, further research is needed to plan how infrastructure can support the safe integration of e-rideables and e-bikes into the transport mix.
- 5.48 Subject matter experts identified the need to map where conflicts and incidents occur, trip origin and destinations, peak times of use and user profiles—this would provide evidence for where dedicated lanes and parking spaces would be best provided.³¹⁴ The Committee heard that funding is needed for a pilot study to determine how bikes, e-rideables and e-bikes can be integrated into a transport system that is dominated by cars.³¹⁵
- 5.49 The Shire of Serpentine Jarrahdale is calling for planning and infrastructure guidance, through policy or design guidelines that embed e-rideables in local government infrastructure design.³¹⁶ The City of Wanneroo wants to see the development of infrastructure guidelines, which could capture dedicated infrastructure for e-rideables and bikes.³¹⁷

Finding 55

In the absence of comprehensive data on conflict between e-rideables, e-bikes, pedestrians, and other transport users, further research is needed to inform the safe integration of e-rideables and e-bikes into the transport mix through provision of infrastructure.

Recommendation 10

That the State Government, as a priority, undertake a study to:

- identify where e-rideable and e-bike conflicts occur
- collect data on trip origins and destinations, peak times of use, and device and user profiles
- identify where current infrastructure could be re-purposed for e-mobility use.

This study should inform development of a state-wide strategy for the provision of dedicated infrastructure for electric mobility devices, in line with existing strategies and plans, as outlined in Recommendation 9.

314 Submission 88, Marie Verschuer, Dr Giles Thomson and Professor Peter Newman, p. 1.

315 *ibid.*, p. 1.

316 Submission 123, Shire of Serpentine Jarrahdale, p. 3.

317 Submission 136, City of Wanneroo, p. 2.

Chapter 6

Device standards and classification

Classification shapes regulation

- 6.1 Around the world, the classification of e-mobility devices has shaped how regulators enforce rules. For example, in some countries e-scooters are placed in a dedicated category (Austria, Belgium, Denmark, Germany, Singapore, and Spain). In Scandinavian countries they are considered bicycles. Others group them under light mopeds (e.g. the Czech Republic and Portugal). Classification dictates use of infrastructure, licencing and registration requirements. It also shapes the applicable road rules, albeit differently across countries.³¹⁸
- 6.2 In Australia, the overarching legislative and policy framework for e-mobility devices sits across all levels of government—federal, state and local governments. The term personal mobility device (or PMD) is often used at the national level and includes e-bikes and e-rideables as they are defined in Western Australia (WA). In this chapter, PMD is used when referring to e-rideables and e-bikes together.

The national regulation of imports and vehicle standards is inadequate

- 6.3 At the federal level, the Australian Government regulates safety standards and technical specifications for vehicles, including PMDs. The Australian Design Rules (ADRs) contain information on which vehicle standards are based as set out under the Australian Vehicle Standards Rules. The Commonwealth Department of Infrastructure, Transport, Regional Development, Communications, and the Arts administers ADRs under the *Motor Vehicles Standards Act 1989*. Model legislation such as the ADRs are developed by the National Transport Commission.³¹⁹
- 6.4 The Commonwealth *Road Vehicle Standards Act 2018* regulates motor vehicle imports including PMDs. If something is classified under this legislation as 'not a road vehicle,' formal importation approval and adherence to the ADRs is not required. This applies to e-bikes and e-rideables; however, they are only exempt if

318 Business School and School of the Environment, *E-Scooter Movement Data Analysis*, The University of Queensland, Brisbane, May 2025, pp. 10-11 (in Submission 141, The University of Queensland Micromobility Cluster).

319 Department of Transport and Major Infrastructure, *Vehicle safety and standards*, 3 September 2025, accessed 28 October 2025, <[Vehicle safety and standards | Transport WA](#)>.

they comply with certain specifications.³²⁰ Non-compliance with those specifications negates this exemption and can mean that the device is classified as a road vehicle and therefore needs the requisite approvals to be imported into Australia.³²¹

- 6.5 In order to determine whether the device being imported requires those approvals, the Australian Government suggests that the importer might 'like to apply for an advisory notice' at a cost of AUD \$55 'to confirm that what is being imported is not a road vehicle.'³²² This is not a requirement, and it is widely recognised that many non-compliant devices are being imported without application for advisory notices.
- 6.6 Until 2021, the import permit for an e-bike required evidence of compliance with safety standards under EN15194, the European standard for power-assist pedal cycles (also known as EPACs or pedelecs). EN15194 sets the safety and performance criteria for power-assisted pedal cycles to ensure that the bike's components (including frame, brakes and electrical systems) are designed to handle the additional power afforded by the electric motor. However, in 2021 this requirement was removed with the introduction of the Motor Vehicle Standards (Road Vehicles) Amendment Determination (No 1) and the amendment to the ADRs under the Motor Vehicle Standards Act.³²³ As part of these changes the definition of e-bike was modified removing 'the requirement for an e-bike entering to the country to meet an e-bike specific safety standard.'³²⁴
- 6.7 The present situation is that there are no safety or technical standards for eMDs coming into Australia and compliance with the definition of 'not a road vehicle'³²⁵

320 These specifications are set out under the Road Vehicle Standards Laws. See Submission 156, Road Safety Commission, p. 2 and p. 7. See also Portfolio Committee No. 6 – Transport and the Arts, *Use of e-scooters, e-bikes and related mobility options*, New South Wales Parliament, Sydney, February 2025, p. 3.

321 To qualify as a non-road vehicle in this category, the device must be designed to carry one person, have one or more wheels, be powered by an electric motor and include an effective stopping system (e.g., brakes, gears, or motor control). It must not exceed 25 km/h on level ground when propelled by motor, have a maximum footprint of 1,250 mm by 700 mm, a height of no more than 1350 mm and an unladen mass of 60 kg or less. See the Road Vehicle Standards (Classes of Vehicles that are not Road Vehicles) Determination 2021.

322 Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts, *Importing e-scooters made easy*, 19 October 2021, accessed 17 October 2025, <[Importing e-scooters made easy | Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts](#)>.

323 Submission 265, Bicycle Industries Australia, pp. 6-7; Peter Bourke, General Manager, Bicycle Industries Australia, *Transcript of Evidence*, 10 September 2025, p. 3 and p. 8.

324 Submission 265, Bicycle Industries Australia, p. 6.

325 Under the Road Vehicle Standards (Classes of Vehicles that are not Road Vehicles) Determination 2021.

is not enforced. For this reason, industry stakeholders report that it is now 'easier and cheaper to import inferior quality products (including batteries) that are more susceptible to malfunction.'³²⁶ Since 2021 there has been a proliferation of eMDs coming into Australia which are not only dangerous but are also illegal for public use in jurisdictions which have legislation in place. As a result, governments are facing significant safety and enforcement issues.

- 6.8 Industry stakeholders are calling for the introduction of requirements to meet minimum safety requirements which are enforced on importation. Industry peak body, eMobility Australia, advised that when e-bikes, e-scooters, e-rideables and batteries are manufactured and tested to established international standards on safety and quality, there are 'very few, if any, incidents' caused by fault or failure.³²⁷ As a common standard, the previously mandated EN15194 is suggested for e-bikes.³²⁸
- 6.9 A standard for e-scooters has never been mandated. Some suggest EN17128—the standard for personal light electric vehicles used widely in Europe.^{329 330} Noting, however, that a leading international standard for e-rideables has not yet been established and refined over time in the way that the e-bike standard EN15194 has been (in place since 2009, and twice reviewed).³³¹
- 6.10 The Committee heard that New South Wales is now mandating that e-mobility products be manufactured and tested to a standard; however, 'no other state has done that, nor has the federal government.'³³²
- 6.11 Following a decision at the Infrastructure and Transport Ministers' Meeting (ITMM) in August (see Box 6.2) the Department of Transport and Major Infrastructure has commenced work on establishing a national regulatory

326 Submission 265, Bicycle Industries Australia, p. 7. See also Krystyna Weston, Chair, eMobility Australia, *Transcript of Evidence*, 30 July 2025, p. 3.

327 Stephen Coulter, Head, eMobility Australia, *Transcript of Evidence*, 30 July 2025, p. 3.

328 Peter Bourke, General Manager, Bicycle Industries Australia, *Transcript of Evidence*, 10 September 2025, p. 8.

329 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters*, European Transport Safety Council, February 2023, pp. 7-8. This includes e-scooters, but with the following exclusions: vehicles which are considered toys; vehicles without a self-balancing system with a seat; electrically powered assisted cycles (EPACs); electric vehicles having a maximum design speed above 25 km/h; and those not subject to type-approval for on-road use.

330 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters*, European Transport Safety Council, February 2023, pp. 6-7.

331 Peter Bourke, General Manager, Bicycle Industries Australia, *Transcript of Evidence*, 10 September 2025, p. 3.

332 Stephen Coulter, Head, eMobility Australia, *Transcript of Evidence*, 30 July 2025, p. 3.

framework for PMDs.³³³ The Department's Manager of Legislation Services told the Committee that:

What we will end up with, in a perfect world, is a vertical compliance scheme—that is, Commonwealth, state, and, of course, local government as well, and then you have the riders and retailers as well. Everyone will know what their duties are; they will be very clear and set out in law. There will be vehicle standards, where appropriate. And, of course, anything that does not meet those are not welcome.³³⁴

Box 6.2: Extract from the Communique for Infrastructure and Transport Ministers' Meeting, 11 August 2025

Personal Mobility Devices

Ministers observed that personal mobility devices bring a range of benefits to the Australian community, but also new risks that must be managed. Ministers noted work underway under the Australian Consumer Ministers Network to examine the safety of the lithium-ion batteries use in personal mobility devices and ongoing discussions between Commonwealth, State and Territory transport officials to identify and explore broader safety management options.

To improve rider and pedestrian safety, Ministers agreed to work together to develop an integrated regulatory framework to be led by Western Australia, with support from the NTC and all other jurisdictions. A draft framework will be considered by Infrastructure and Transport Ministers later this year.

Source: Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts, *Communique for Infrastructure and Transport Ministers' Meeting*, 11 August 2025, accessed 18 October 2025, <[Infrastructure and Transport Ministers' Meetings Communique 11 August 2025](#)>.

- 6.12 The Committee is advised that common standards will be established as part of the national framework, which is an important outcome for regulation in the future.
- 6.13 Following the November 2025 ITMM, it was reported that EN15194 would be re-adopted by the federal government to strengthen e-bike import rules, which also includes anti-tampering provisions.³³⁵

333 Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts, *Communique for Infrastructure and Transport Ministers' Meeting*, 11 August 2025, accessed 18 October 2025, <[Infrastructure and Transport Ministers' Meetings Communique 11 August 2025](#)>.

334 Charlie Marks, Manager, Legislation Services, Department of Transport and Major Infrastructure, *Transcript of Evidence*, 15 September 2025, p. 3.

335 Declan Bowring, 'Import rules crackdown to halt 'overpowered' e-bikes coming to Australia', *ABC News* (web-based), 27 November 2025, accessed 29 November 2025, <[Import rules crackdown to halt 'overpowered' e-bikes coming to Australia - ABC News](#)>.

Finding 56

Personal mobility devices can be imported into Australia without formal approval or compliance with a recognised standard. This has led to a proliferation of devices being imported (particularly e-bikes and e-scooters) which do not comply with the specifications adopted by individual jurisdictions for what is legal to use on public roads and paths. It also means that it is easier and cheaper to import inferior quality products (including batteries). This situation is creating significant safety and enforcement issues for state and territory governments.

Finding 57

Following a decision at the Infrastructure and Transport Ministers Meeting (ITMM) in August 2025, work is underway to establish a national regulatory framework for personal mobility devices, led primarily by the Western Australian Transport Minister and Department of Transport and Major Infrastructure.

Recommendation 11

That the State Government continues to advocate for Commonwealth-led reform, including the development of national standards for all personal mobility devices which are enforced at importation.

Definitions and classification of personal mobility devices in WA

- 6.14 Bicycle Industries Australia described WA as choosing in 2021 'to utilise a unique combination of technical specifications, title and road laws, not aligned to the federal definition at import or to any other jurisdiction in Australia.'³³⁶
- 6.15 This has further contributed to the inconsistencies in definitions across Australian jurisdictions regarding product type, weight, and usage limitations. This 'lack of harmonisation makes the process for the import and sale of quality product extremely challenging for the industry' according to Bicycle Industries Australia.³³⁷ They also suggest that it is creating 'confusion for importers, retailers and consumers.'³³⁸ The geographical distance from other jurisdictions means cross-border inconsistencies are in some ways less impactful than for east coast jurisdictions.³³⁹ In any case, the Committee supports harmonising definitions and classifications of personal mobility devices across Australian jurisdictions.

336 Submission 151, Bicycle Industries Australia, p. 4.

337 *ibid.*

338 Submission 265, Bicycle Industries Australia, p. 7.

339 *ibid.*

- 6.16 The *Road Traffic Act 1974* provides for traffic regulation (for example, includes alcohol and drug offences and enforcement powers) and road rules are set out under the *Road Traffic Code 2000*. For the purposes of the Road Traffic Code, some forms of motorised transport are not considered motor vehicles, including e-rideables if they are compliant with legal specifications.
- 6.17 Existing classifications put e-rideables on a similar footing to bicycles, in relation to the rules governing their use under the Road Traffic Code.³⁴⁰ However, e-rideables, particularly e-scooters, 'are significantly different from pedal cycles and e-bikes' with different safety risks and trauma resulting from incidents.³⁴¹
- 6.18 E-rideables are also defined as motor vehicles under state legislation³⁴² but exempted from motor vehicle requirements (e.g. vehicle registration, driver's licence requirements) if a device and rider are compliant with e-rideable regulations.³⁴³ However, if an e-rideable does not meet the legal specifications for its classification (e.g. it is too heavy, too powerful, or modified to enhance speed), exemptions from motor vehicle requirements no longer apply. Instead, these devices may qualify as unlicensed vehicles subject to vehicle licensing requirements under the Road Traffic (Vehicles) Regulations 2014.³⁴⁴
- 6.19 Non-compliant devices are considered by police to be unregistered and/or unlicensed motorcycles³⁴⁵ and may be seized, impounded and confiscated.³⁴⁶ Riders may also be charged with licencing offences.³⁴⁷
- 6.20 This is also the case for non-compliant e-bikes which are treated as motorcycles,³⁴⁸ meaning that they require registration and licencing if ridden on public infrastructure.
- 6.21 Non-compliant devices from both categories fall between the classification of compliant e-rideable and that of a moped (motorcycle). mopeds have a top speed of 50km/h and so in this way are similar to some non-compliant PMDs

340 Submission 156, Road Safety Commission, pp. 1-2.

341 Submission 162, Main Roads WA, p. 4.

342 Under the *Road Traffic (Administration) Act 2008*, *Road Traffic (Vehicles) Regulations 2014* and the *Road Traffic (Authorisation to Drive) Regulations 2014*.

343 Submission 170, WA Police, p. 2.

344 Australasian Legal Information Institute, *Western Australian Current Regulations: Road Traffic (Vehicles) Regulations 2014 – REG 15*, 24 June 2016, accessed 23 June 2025, <[ROAD TRAFFIC \(VEHICLES\) REGULATIONS 2014 - REG 15](#)>.

345 Submission 170, WA Police, p. 3; Submission 156, Road Safety Commission, p. 8.

346 Under the *Road Traffic Act 1974*, Part V, Division 4, Subdivision 5 – Impounding and confiscation of unlicensed motor cycles used on roads.

347 Submission 170, WA Police, p. 3.

348 Col Blanch, Commissioner, WA Police Force, *Transcript of Evidence*, 6 August 2025, p. 2.

which can reach similar speeds. However, mopeds require a licence to operate, must be registered, and must meet Australian safety standards which are designed to mitigate the safety risks associated with these speeds. On the other hand, non-compliant PMDs fall into a space that is unregulated.³⁴⁹

- 6.22 Like unregistered motorcycles, purchase and possession of non-compliant PMDs is not in itself illegal, nor is their use on private land. However, as the Australian Electric Vehicle Association (AEVA) notes, most unregistered motorcycles (including dirt bikes) purchased for off-road or private use are still largely compliant with national standards and are regulated on import and at sale. This means that they are, as a rule, able to be licensed for public use. However, non-compliant e-bikes or e-rideables (ostensibly purchased 'for private use only') fall into a space that is unregulated. Lacking conformity to any safety standard, they are potentially dangerous. For these reasons the AEVA takes the view that the default classification of non-compliant e-bikes and e-scooters as unregistered and unlicensed motorcycles is not an adequate fit.³⁵⁰

Finding 58

Definitions and specifications regarding product type, weight, and usage limitations of personal mobility devices vary across Australian states and territories, which industry stakeholders say is challenging in terms of ensuring quality products into the market and is creating confusion for importers, retailers and consumers.

Finding 59

E-rideables are treated like bicycles under the Road Traffic Code, in relation to the rules governing use. However, e-rideables, particularly e-scooters, are significantly different from pedal cycles and e-bikes, with different safety risks and trauma resulting from incidents.

Finding 60

E-rideables are also regulated as motor vehicles under the *Road Traffic Act 1974* but exempt from licencing and registration requirements unless non-compliant with the definition of an e-rideable.

349 Submission 171a, Australian Electric Vehicle Association, p. 4; Charlie Marks, Manager, Legislation Services, Department of Transport and Major Infrastructure, *Transcript of Evidence*, 15 September 2025, p. 3.

350 Submission 171a, Australian Electric Vehicle Association, p. 4.

Finding 61

Non-compliant e-rideables and e-bikes fall somewhere between compliant e-rideables and mopeds/motorcycles. At law, they are treated as motorcycles, which means that unless they are licensed for road use (which is generally not possible given their design), they are subject to the same penalties and provisions as unregistered motorcycles. However, purchase and possession of them is not in itself illegal, nor is their use on private land.

Recommendation 12

That the State Government undertake a review of state legislation governing the classification of e-rideables and e-bikes with a view to redefining them under a new vehicle category. This should be done in a way that facilitates the collection of data for reporting purposes.

E-rideable specifications

- 6.23 E-rideables (and e-bikes) are currently regulated by dimension, speed, weight, and power limits, and do not require licencing or registration if they comply with these limits.
- 6.24 Length and weight specifications are different for privately owned as opposed to shared e-ridables. Shared scheme e-rideables can be longer and heavier to accommodate additional features (see the following section).
- 6.25 The Department of Transport and Major Infrastructure suggested that as part of this inquiry the Committee could consider the length and weight specifications for private and for-hire devices, and whether they should be consistent, while also noting ‘a need to balance safety outcomes for device users and those of other users of a space, such as pedestrians and riders.’³⁵¹
- 6.26 Other inquiry stakeholders suggested that e-rideable specifications are outdated in light of advances in technology and innovative design.³⁵²

Dimensions and weight

- 6.27 Privately owned e-rideables must be no more than 125cm long, 70cm wide and 135cm high, and not weigh more than 25kg under WA legislation. The weight

351 Submission 194, Department of Transport and Major Infrastructure, p. 10.

352 WestCycle Inc., *Recommendations for a national regulatory framework for e-scooter*, received 30 October 2025, p. 5; Submission 113, 3KM Technology Ario, p. 3; Submission 129, Zipidi, p. 35; Submission 135, eMobility Australia Ltd, p. 8.

limit for WA’s definition of e-rideables is lower than that adopted in other states due to other jurisdictions including Segways in the e-rideable classification.³⁵³

- 6.28 As noted above, shared scheme e-scooters in WA are permitted to be heavier (up to 35 kg) and longer (1300mm) to accommodate additional design features such as longer lasting batteries, stronger frames, and GPS systems.³⁵⁴

Western Australia, like many jurisdictions globally, faces a fundamental challenge in regulating e-mobility, as innovation is outpacing legislation. As new and more capable devices enter the market, ... many remain illegal under outdated definitions, regardless of their quality or safety.

– eMobility Australia

- 6.29 Heavier devices increase the risk of harm upon collision due to a corresponding increase in kinetic energy on impact. However:

Risks associated with additional weight are mitigated by the presence of safety mechanisms such as geofencing and speed limiters that cannot be adjusted by the rider. While larger devices are purported to contribute to greater stability, with safety benefits, heavier devices can also contribute to greater impact loads and therefore greater risk of injury – particularly to pedestrians.³⁵⁵

- 6.30 The Electric Sports Racing Association (ESRA) argues for increasing the weight limit of e-rideables ‘to accommodate more robust, high-quality devices’ which they argue ‘are better suited to real-world conditions.’³⁵⁶ They go on to argue that:

These devices often feature improved braking systems, suspension, lighting, and battery capacity, enhancing safety and reliability. However, classification should not rely solely on mass, as mass is usually indicative of battery capacity and range, more than anything

353 Model rules contain two options for maximum size and weight of e-rideables. The heavier option is intended where electric personal transporters (Segways) are to be included in the e-rideables category. WA is the only jurisdiction to adopt the lower weight limit: others have adopted the higher limit or an alternative limit that is between the two options. See submission 156, Road Safety Commission, p. 2.

354 Road Safety Commission, *Review of the e-rideable Road Rules*, Government of Western Australia, May 2025, p. 6; Submission 150, Neuron Mobility Australia, p. 11.

355 Submission 194, Department of Transport and Major Infrastructure, p. 10.

356 Submission 100, Electric Sports Racing Association, p. 7.

else. A more nuanced approach is needed, one that considers vehicle capacity, performance characteristics, and intended use.³⁵⁷

6.31 WestCycle, the representative body for e-rideables in WA, recommends that the permitted length for e-scooters be increased to 150cm. This would allow for e-scooters with enhanced stability and ride quality, while remaining suitable for footpath use and public transport. WestCycle argues that the current length of 125cm 'excludes many stable, well-designed models including those used in public share schemes.'³⁵⁸

6.32 WestCycle also recommends that the standard weight for e-scooters be amended to 45kg.³⁵⁹ This would bring WA into alignment with South Australia, Victoria and Tasmania, and:

accommodates high-quality models equipped with essential safety features including robust braking systems, suspension, and weather resistance, while enabling batteries with sufficient range for practical daily use. The 45kg limit also ensures e-scooters can support riders of varying body weights and encompasses most share-scheme models currently in operation.³⁶⁰

6.33 Much has changed since e-rideables were defined in 2021. The 25kg limit adopted in 2021 was based on the National Transport Commission Personal Mobility Device guidelines. Micro-mobility provider ARIO suggests that while 'originally designed to manage risk and ensure user portability, this limit is increasingly out of step with the evolution of shared micromobility technology and safety expectations.'³⁶¹

6.34 The ARIO submission notes that its shared e-scooter now weighs 58kg and has proven to be more stable than lighter devices. It integrates 'advanced safety infrastructure' with features such as three large wheels, advanced suspension, AI-supported pedestrian detection, tandem riding detection via camera vision, alcohol detection, and remote parking capability. Ario argues that this device avoids collisions, which balances against the damage a heavier vehicle would inflict if a collision does take place.³⁶²

357 Submission 100, Electric Sports Racing Association, p. 7.

358 WestCycle Inc., *Recommendations for a national regulatory framework for e-scooter*, received 30 October 2025, p. 5.

359 *ibid.*

360 *ibid.*

361 Submission 113, 3KM Technology Ario, p. 3.

362 *ibid.*, pp. 3-4.

- 6.35 ARIO urges adoption of an 'outcomes-based' model of classification, which considers performance, control and risk mitigation features, rather than 'arbitrary legacy thresholds'.³⁶³
- 6.36 The Committee expects that once the basic principles of a national regulatory framework are agreed to, there will be consensus across jurisdictions on design features which will assist the Commonwealth in developing a national standard for personal mobility devices. This will assist states and territories in regulation and enforcement, as well as providing direction to the market.

Finding 62

Mandating a maximum weight and length of a device in isolation from other considerations overlooks the fact that heavier devices may be safer due to the inclusion of extra features which promote safety.

Finding 63

Some stakeholders argue that the current weight and length limits for privately owned e-rideables are out of step with the evolution of technology and safety expectations. Heavier and larger models now used in public shared schemes are stable, well-designed, and include safety-enhancing technology.

Recommendation 13

That the State Government update the definition of e-rideable in line with the recommended review of current classifications (see Recommendation 18) ensuring consistency in the regulation of privately owned and shared scheme e-rideables.

Speed and power

- 6.37 In WA, e-rideables are permitted to travel at 10km/h on footpaths and 25km/h everywhere else (that is, on PSPs, bicycle paths and lanes, and roads where permitted).
- 6.38 In terms of safety, the speed at which a device can travel is critical, 'both in terms of collision avoidance and then crash impact', with an exponential risk increase at higher speeds.³⁶⁴ Following an assessment of these factors, in 2023 the European

³⁶³ *ibid.*, p. 4 and p. 6.

³⁶⁴ Iain Cameron, Manager, Legislation Services, Department of Transport and Major Infrastructure, *Transcript of Evidence*, 15 September 2025, p. 11.

Transport Safety Council recommended a factory-set maximum 20 km/h speed for e-scooters.³⁶⁵

- 6.39 When drafting model rules to incorporate into ARRs, the National Transport Commission determined that a maximum speed of 25km/h for PMDs was most appropriate. This was based on consideration of aspects such as path design, Australian Design Rules (ADRs), average travel speeds and maximum permitted speeds of similar existing devices used on roads and paths.³⁶⁶
- 6.40 For PMDs with specifications in line with current law, it is widely agreed around the world that a speed limit of no more than 25km/h is appropriate.³⁶⁷
- 6.41 However, a range of inquiry stakeholders expressed support for the legalisation of faster, larger and more powerful devices. There are a range of reasons stakeholders offered for this: a common one is that devices which can travel further and get there faster fulfill a different transport role.³⁶⁸
- 6.42 Such devices may also better fulfill the needs of people living with disabilities. A report commissioned by the office of the Hon Brad Pettitt MLC in 2023 argues for increasing the legal speed for e-bikes (from 25km/h to 32km/h) and that e-bikes should have a maximum power output 750 watts (up from the current 250 watts limit) to better facilitate the use of e-bikes, including cargo e-bikes, by people with disabilities.³⁶⁹ The report argues that evidence shows:

... increasing the current cut-off speed on e-Bikes from 25km/h to 32km/h—a speed that most commuters ride at comfortably—will discourage illegal modifications while increasing the motor output from 250-watt to 750-watt would not pose a safety risk if a reasonable cut-off speed of 32km/h is implemented.³⁷⁰

365 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters*, European Transport Safety Council, February 2023, p. 26.

366 National Transport Commission, *Barriers to the safe use of personal mobility devices: Decision Regulation Impact Statement*, NTC, Melbourne, August 2020, p. 31.

367 Submission 141, The University of Queensland Micromobility Research Cluster, p. 11.

368 Phillip Verscheur, *Transcript of Evidence*, 30 July 2025, pp. 16-17; Submission 100, Electric Sports Racing Association; Peter Storto, Treasurer, Electric Sports Racing Association, *Transcript of Evidence*, 20 August 2025, p. 15; Submission 182, Name withheld, pp. 1-2; Submission 198, Brian Mollan; p. 1; Submission 201, Dr Terry Griffiths, p. 3.

369 Submission 258, Hon Dr Brad Pettitt MLC, p. 1.

370 *ibid.*, p. 2.

- 6.43 The Hon Brad Pettitt’s report also notes that the ‘current limitations restricting the use of a throttle are also identified as an exclusionary restriction for people living with a disability and people with mobility issues.’³⁷¹

Finding 64

The speed at which an electric mobility device can travel is critical in terms of collision avoidance and severity of crash impact, with an exponential risk increase at higher speeds.

Finding 65

Faster and more powerful electric mobility devices could play an important transport role when regulated appropriately and with the provision of appropriate infrastructure.

The use of modified and non-compliant devices

- 6.44 As discussed in Chapter 1, the widespread private use of e-mobility devices which sit outside the legal framework is an ongoing issue which has plagued policymakers and legislators since their introduction to the market. This can be attributed to the wide range of benefits experienced by those using them, which is sometimes, although not always, coupled with a lack of awareness around their illegality. In addition, technological advancements support the development of a range of affordable and accessible devices which are more like cars than traditional bicycles.³⁷²
- 6.45 As far as the Committee has been able to determine, it is largely private e-scooters and e-bikes which are non-compliant. Providers of rental e-scooters under contract with local government authorities must comply with device specifications and other conditions set out in those contracts, and in this way have more regulatory oversight.³⁷³ On the other hand, according to industry stakeholders, private micromobility devices:
- often lack built-in speed limiters, making it difficult to control speed and enforce safety standards

371 Submission 258, Hon Dr Brad Pettitt MLC, p. 2.

372 Monash University, *The changing face of urban mobility: The rise of electric scooters and e-bikes*, 6 October 2021, accessed 5 August 2025, [Changing urban mobility: The rise of electric scooters and e-bikes – Monash Lens](#).

373 Submission 169, Beam Mobility, p. 11; Krystyna Weston, Chair, eMobility Australia, *Transcript of Evidence*, 30 July 2025, p. 2. See also Portfolio Committee No. 6 – Transport and the Arts, *Use of e-scooters, e-bikes and related mobility options*, Parliament of New South Wales, 13 February 2025, p. 57 and p. 61.

- are easy to modify, such as enhancing batteries and motors to exceed legal speed and power/range limit
- operate without the location or speed constraints which are often imposed by geofencing on commercial fleets.³⁷⁴

6.46 There are other for-hire operators in WA which rent e-scooters and e-bikes and which are operating outside local government contracts and regulatory oversight. A review of websites for some of these businesses indicates that they encourage compliance with regulatory requirements.³⁷⁵ However, detail about the more specific features of those devices—for example, whether they are speed-limited or otherwise compliant—is not readily available.

Common modifications – speed and battery alterations

6.47 In WA, the act of modifying a device is not in itself illegal. However, when modifications mean that a device is non-compliant, it becomes illegal to use in public spaces. When the term ‘illegally modified’ is used to describe a device in this report, it is referring to a device which has been modified in a way that makes it non-compliant. Such modifications typically involve:

- removing or bypassing speed limiters
- upgrading the motor to a higher wattage
- installing aftermarket controllers that override factory settings
- using throttle systems that allow continuous power without pedalling
- battery upgrades to support higher power output.

6.48 Several organisations have reported that speed limitation settings on private devices can be easily deactivated.³⁷⁶ Moreover, some distributors of private e-rideables are reported to provide customers with ‘unlock codes’ to allow users to access a motor’s full power.³⁷⁷ A cursory search online reveals that it is easy to find websites selling speed unlock cables and instructional blogs providing guidance on removing speed limiters on eMDs.

374 Submission 169, Beam Mobility, p. 11; Submission 146, Lime, p. 3.

375 Appendix Nine lists some of these businesses and the information contained on their websites.

376 Stephen Greaves, Matthew Beck, Geoff Rose and Melanie Crane, ‘Public views on legalising e-scooters: Insights from a Sydney case study,’ *Transportation Research part A* 192, 5 July 2024, p. 12; T. J. Bailey, G. Ponte, J. Woolley and A. Van den Berg, ‘Network access, substitution effects and design issues surrounding e-scooter use,’ *University of Adelaide Centre for Automotive Safety Research*, June 2024, p. 16.

377 Portfolio Committee No. 6 – Transport and the Arts, *Use of e-scooters, e-bikes and related mobility options*, Parliament of New South Wales, 13 February 2025, p. 51.

6.49 There is evidence that Australian retailers have previously marketed premade eMDs with top speeds of 120km/h and 5,000 watts of motor output.³⁷⁸

6.50 Some retailers are responsible. The following quote is an excerpt from the website of a Perth-based e-bike retailer:

A lot of folks say I will only be riding my eBike off road, so the eBike laws do not apply to me, so I can have a gazillion watt motor that does a mega-smack-tonne of kilometres per hour and be all, no dramas Mr Plod. Not really. If you literally own the land you are riding on (I'm talking private property like a farm or your backyard) you can do as you please. If you're on crown land or in a National Park, or a pine forest that isn't a designated Off-Road Vehicle Area you might be in some strife. [...]

The other half of this question, is, my eBike has a switch/button/dodgy wire I can touch/hit/flick and my eBike suddenly becomes road legal at 250W. This is not one I have a clear answer to. If you're unsure like me, drop by your local police station and ask the question, then let me know what they say [...].

To be clear, I am not trying to be the fun police here. If you don't like the rules, go chat with your local MP about getting them changed.³⁷⁹

6.51 Speed and battery modifications may cause devices to fall under the legal categories of 'unlicensed', 'unregistered' or 'uninsured' motor vehicles.³⁸⁰ They also render non-compliant e-rideables inherently more dangerous. This is because increases in speed and weight capabilities increase the potential for injury in the event of collisions or incidents.³⁸¹

6.52 While exact statistics for WA are not readily available, industry experts and retailers report that requests for illegal modifications are not uncommon.³⁸²

378 Portfolio Committee No. 6 – Transport and the Arts, *Use of e-scooters, e-bikes and related mobility options*, 13 February 2025, p. 50.

379 The eBike Specialist, FAQ's – Offroad vs Private Property, 2024, accessed 20 October 2025, <[FAQ's - The eBike Specialist - eBikes Fremantle](#)>.

380 T. J. Bailey, G. Ponte, J. Woolley and A. Van den Berg, 'Network access, substitution effects and design issues surrounding e-scooter use,' *University of Adelaide Centre for Automotive Safety Research*, June 2024, p. iv; Portfolio Committee No. 6 – Transport and the Arts, *Use of e-scooters, e-bikes and related mobility options*, 13 February 2025, p. 51.

381 Portfolio Committee No. 6 – Transport and the Arts, *Use of e-scooters, e-bikes and related mobility options*, Parliament of New South Wales, 13 February 2025, p. 99.

382 Submission 194, Department of Transport and Major Infrastructure, p. 7.

Finding 66

Speed and battery modifications which render devices unsafe and non-compliant are increasingly observed and reported.

The use of non-compliant devices is widespread

6.53 One of the main concerns raised with the Committee during the inquiry was the prevalent use of non-compliant devices, particularly e-scooters and e-bikes.³⁸³ For example, the Pedestrian Council of Australia submitted:

Recent deaths—such as the Perth father killed by an e-scooter ridden by a drunk tourist, the Melbourne man killed by a souped-up e-bike travelling at 90 km/h, the three-year-old child struck on the Gold Coast, police there clocking two young boys travelling at 120 km/h on Fatboy e-Bikes and eight deaths on e-Scooters in Queensland alone, last year—are just the tip of a deadly iceberg.³⁸⁴

6.54 The use of non-compliant e-scooters with speeds exceeding 25 km/h is frequently observed in WA and elsewhere. Similarly, there are e-bikes being used which currently do not meet the definition of a power assisted pedal cycle and are not allowed to be ridden on public infrastructure in WA. This includes any bike that is mostly designed to be 'driven' by the motor instead of using human power and/or can be ridden using only the throttle without pedal assistance. If an e-bike's motor exceeds 250W or the speed assistance goes beyond 25km/h, it is non-compliant.

6.55 As they are currently unregulated, non-compliant devices do not conform to safety standards. Travelling at high speeds without the requirement for safety features which mitigate risk increases the potential for serious injury and death. The Department of Transport and Major Infrastructure note that statistics suggest 'non-compliant design and use are prevalent in the crashes that occur.'³⁸⁵ Similarly, the Chair of eMobility Australia told the Committee:

Western Australia, like other states around the country, is now flooded with unsafe, uncertified e-bikes and e-rideables, many with fake compliance labels or, as we like to call them, "flabels". Almost all

383 For example, see Submission 207, Motor Trade Association of WA, p. 2. See also Submissions 43, 46, 76, 126, 132, 148, 161, 205, and 213 from members of the public. Other references are cited where relevant throughout this section.

384 Submission 110, Pedestrian Council of Australia, p. 1.

385 Submission 194, Department of Transport and Major Infrastructure, p. 4.

serious incidents and deaths have involved either a noncompliant vehicle, illegal rider behaviour or both.³⁸⁶

- 6.56 The Australian Lawyers Alliance (ALA) points out that the current regulatory framework does ‘not reflect the reality ... that large and powerful e-mobility devices ... are being purchased and ridden in public in WA, albeit illegally.’ The ALA argues for ‘consistent application of the law across all types of e-mobility devices in WA, given the damage and serious injury that all those devices can cause to members of the public.’³⁸⁷

Anti-tampering provisions

- 6.57 A range of inquiry stakeholders support implementing anti-tampering (or, anti-modification) requirements.³⁸⁸ This is very likely something that will be included in the national regulatory framework currently being developed.
- 6.58 The Australasian College of Road Safety (ACRS) suggests that tampering be prohibited, and anti-tampering features are made a part of the requirements at import. Ideally, anti-tampering features would be factory-installed to prevent any post-manufacture modifications.³⁸⁹
- 6.59 A Bicycle Industries Australia submission describes how conversion kits to fit electric motors onto traditional bicycles are a form of modification that ‘many riders’ are undertaking. This involves:

fitting motors that feature higher power and speed levels to bikes that likely do not meet the required standards for frame strength or braking strength. Due to the lack of safety or control of the bicycle frame and braking system, the fitting of a higher-powered motor, even for private property use would not be considered safe. The conversion kits are also generally regarded as producing a higher risk of fire than those that meet recognised safety standards.³⁹⁰

- 6.60 Similarly, the Motor Trade Association states that it:

is particularly concerned about the increasing proliferation of non-compliant e-rideable devices and conversion kits, many of which are

386 Krystyna Weston, Chair, eMobility Australia, *Transcript of Evidence*, 30 July 2025, p. 2.

387 Submission 118, Australian Lawyers Alliance, p. 8.

388 Submission 164, Australasian College of Road Safety, p. 5. Submission 140, Injury Matters, p. 2; Submission 150, Neuron Mobility Australia, p. 13; Submission 170, WA Police Force, p.4.

389 Submission 164, Australasian College of Road Safety, p. 5.

390 Submission 265, Bicycle Industries Australia, p. 18.

being used illegally, without proper controls or awareness of the risks involved.³⁹¹

- 6.61 Bicycle Industries Australia is promoting the establishment of a standard (EN15194 is the example cited as good practice), which includes an anti-tampering clause which makes it illegal for a retailer to sell a device for private use with a tacit understanding that the consumer will modify it and ride on public roads and paths. General Manager Peter Bourke described how liability should sit with the retailer and manufacturer, 'because they have not done everything they can to prevent it from being modified.'³⁹²
- 6.62 The Committee notes that there is currently no penalty for tampering or modifying a device. The Committee considers the addition of this offence into legislation will strengthen the regulatory regime, provide a stronger deterrent and add to community safety.

Finding 67

The introduction of common standards at the national level could include anti-tampering provisions which make it illegal for a retailer to sell a device for private use with a tacit understanding that the consumer will modify it and ride on public roads and paths. Factory-installed anti-tampering features could also be required to prevent any post-manufacture modifications.

Recommendation 14

That the State Government advocate that the Commonwealth Government include anti-tampering mechanisms in vehicle design standards for personal mobility devices, mandated at the point of manufacture and enforced on importation.

Recommendation 15

That the State Government ensure that device modifications are prohibited by law under anti-tampering provisions. This should include a penalty for retailers who provide advice on, or otherwise assist in, device modification.

391 Submission 207, Motor Trade Association of WA, p. 1.

392 Peter Bourke, General Manager, Bicycle Industries Australia, *Transcript of Evidence*, 10 September 2025, p. 7.

Legalising faster and heavier personal mobility devices

6.63 While some non-compliant devices, particularly those which are modified, are dangerous and should never be legal, there are other products on the international market that are safe, legal and regulated in some countries.

6.64 As innovation delivers a more diverse range e-mobility products which suit a diverse range of needs, regulation is stifling their use in WA. Examples of 'safe, certified and widely used' personal mobility devices from around the world include:

- Throttle-only e-bikes that are speed limited to 25 km/h (can be useful for people with disabilities, delivery riders, and older people).
- Speed pedelecs with pedal assistance up to 45–50 km/h (legal in Europe and the USA, often with light vehicle registration and e-moped helmet requirements).
- High-powered e-bikes exceeding 250W, speed limited to 25 km/h (suitable for carrying loads, disability transport, or hilly terrain).
- Electric trikes and seated PMDs, speed limited to 25 km/h (their stability means they are increasingly used by people with limited balance or endurance).
- Cargo bikes, e-scooters and PMDs, speed limited to 25 km/h (designed for last-mile delivery, shopping, and trade use).³⁹³

6.65 Many of these are legal in the European Union, United Kingdom, Singapore, and parts of North America. They are regulated, subject to quality certification, and sit within structured classifications with licencing as appropriate. In Australia however the 'same devices are broadly illegal for public use, irrespective of their suitability, safety, or certification.'³⁹⁴

The prevalence of non-compliant, yet otherwise compelling zero-emission e-rideables proves that their popularity cannot be ignored, and in our further view, should be given a pathway to legality.

– Australian Electric Vehicle Association

393 Submission 135, eMobility Australia, p. 10.

394 *ibid.*

- 6.66 Many stakeholders support creating categories of vehicle which capture these more powerful, faster and heavier devices, given their widespread use and potential to be a sustainable and viable form of alternative transport.³⁹⁵
- 6.67 It is widely recognised that any move to legalise heavier and faster devices would require a shift in perception and regulation. These devices are effectively small vehicles with an increased safety risk in collisions, necessitating consideration of more prescriptive regulation such as rider licensing, device registration, insurance and device standards.^{396 397}
- 6.68 As the Department of Transport and Major Infrastructure notes:
- If heavier and faster e-rideables are to be accepted in the transport system, we must shift the narrative from beyond these devices being considered more like toys that can go on paths and mix with pedestrians to acknowledgement they are motor vehicles and that the likelihood of serious injury and even death in a collision is very real.³⁹⁸
- 6.69 In its recent review of e-rideables, the WA Road Safety Commission recommended exploring whether larger, faster, and heavier devices could be classified differently, along with appropriately structured regulations which consider licensing, registration, and insurance.³⁹⁹
- 6.70 In line with this, Bicycle Industries Australia would like to see three classes of e-bike regulated according to risk profile:
- the currently standard 25 km/h speed limited, 250-watt, e-bike
 - a load-carrying vehicle, or cargo bike, used for carrying people or products, but still limited to 25km/h with a higher power rating to carry the load
 - a speed pedelec, which has been used in Europe for around a decade, which can go faster than 25km/h (up to 45km/h) and can be used over longer

395 Submission 171a, Australian Electric Vehicle Association, p. 2.; Submission 100, Electric Sports Racing Association, p. 7; Submission 156, Road Safety Commission, p. 5; Phillip Verschuer, *Transcript of Evidence*, 30 July 2025, pp. 4-5; WestCycle Inc., *Recommendations for a national regulatory framework for e-scooter*, received 30 October 2025, p. 5.

396 Submission 156, Road Safety Commission, p. 5.

397 Submission 209, Engineers Australia, p. 2.

398 Submission 194, Department of Transport and Major Infrastructure, p. 6.

399 Road Safety Commission, *Review of the e-rideable Road Rules*, Government of Western Australia, Perth, May 2025, p. 3.

distances (in Europe these are registered and cannot be used on shared paths or bike paths).⁴⁰⁰

- 6.71 The Department of Transport and Major Infrastructure told the Committee that it is currently considering this as part of the work it is doing, with the National Transport Commission, preparing a proposal for a regulatory framework to take to the Infrastructure and Transport Senior Officials' Committee and the Infrastructure and Transport Ministers Meeting.⁴⁰¹ Director General, Peter Woronzow, explained that, like mopeds as a category of motorcycle, the proposal is for a new e-rideables category which includes devices that can legally travel between 25 km/h to 45 km/hr. This would be accompanied by safety requirements in accordance with standards, as well as:

clear guidance and restrictions on where those devices can operate on in terms of paths and roads and so forth and for the protection of the rider. Will they be required to sit down? Will they be required to wear a different standard of helmet? There will be a number of things that will be looked at to put in place a category for those faster e-rideables that will suit the requirements or will help manage the requirements of the person that is driving them in terms of safety but also the people that are using the environment they operate on in terms of safety as well.⁴⁰²

- 6.72 A range of inquiry stakeholders support a tiered classification framework to manage risk proportionately. For example, Engineers Australia propose the following:⁴⁰³

- **Tier 1:** e-scooters and e-bikes under 25 kg and limited to 25 km/h remain exempt from licensing and registration.
- **Tier 2:** 'for-hire' e-scooters and e-bikes are regulated through permits issued to operators, requiring insurance and the use of technology such as geofencing to enforce speed limits.
- **Tier 3:** Higher powered and heavier devices exceeding Tier 1 thresholds are treated as a motor vehicle, requiring licensing, registration, and insurance. Such devices would be prohibited from footpaths and shared paths.

400 Peter Bourke, General Manager, Bicycle Industries Australia, *Transcript of Evidence*, 10 September 2025, p. 11.

401 Peter Woronzow, Director General, Department of Transport and Major Infrastructure, *Transcript of Evidence*, 15 September 2025, pp. 11-12.

402 *ibid*, p. 12.

403 Submission 209, Engineers Australia, p. 2.

- 6.73 Another variation proposed by e-Mobility Australia and Zipidi is the e-Mobility Matrix. It includes ‘emerging vehicles, including speed pedelecs, cargo bikes, trikes, scooters, seated scooters, throttle-only vehicles, and neighbourhood electric vehicles (NEVs).’⁴⁰⁴
- 6.74 There are four quadrants, based on its speed (vehicle is hard locked to the speed category it sits within) and weight. For each quadrant there are suggested vehicle standards and rules about how they are used and by whom (see Figure 6.1).⁴⁰⁵

Figure 6.1: The four quadrants of the e-mobility matrix⁴⁰⁶

Weight	No licence or registration required	Licence and registration required
≥ 60 kg	<input type="checkbox"/> Cargo Cruisers Heavier e-bikes, cargo-bikes, and utility scooters designed to carry goods, children, or equipment.	<input checked="" type="checkbox"/> Village Vehicles Compact seated electric vehicles for local transport; ideal for older adults, families, and short-distance car replacement.
< 60 kg	<input checked="" type="checkbox"/> Micro Movers Lighter e-scooters, e-bikes, cargo bikes and PMDs for local errands, delivery, or commuting.	<input checked="" type="checkbox"/> Distance Dashers Speed pedelecs and high-powered e-bikes or e-scooters designed for longer commutes or more efficient travel.
Speed	≤ 25 km/h	25–50 km/h

- 6.75 This matrix classifies devices by speed and weight rather than vehicle type. This is an important aspect and one that should be considered when designing a classification model. Vehicle types such as e-bike or e-scooter could become outdated as technology and design evolve. As the European Transport Safety Council observed in 2023, ‘the technology of light electric micromobility [is] advancing quickly, [and] the vehicle form is, to a degree, fluid.’⁴⁰⁷ Categorising e-mobility devices based on speed, weight and other characteristics (for example, number of wheels) might offer a better approach.
- 6.76 Any move to legalise larger, heavier and faster devices requires an assessment of how infrastructure (roads and paths) can accommodate their use.⁴⁰⁸ In Europe where the speed pedelec, designed to travel up to 45 km/h, has been legalised

404 Submission 135, e-Mobility Australia, p. 15.

405 *ibid.*, pp. 17-18.

406 Adapted from Submission 135, e-Mobility Australia, p. 15.

407 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters*, European Transport Safety Council, February 2023, p. 6.

408 Submission 194, Department of Transport and Major Infrastructure, p. 6.

for use, dedicated infrastructure has been provided. The Road Safety Commissioner commented on this:

We would say we do not have that space. We could not do that very quickly, but, you know, we allow mopeds, which are low-powered motorcycles, on our roads; could we allow low-powered but faster-than-current devices without the infrastructure?⁴⁰⁹

6.77 In WA these eMDs will not be able to travel on footpaths or PSPs, due to the speed differential. Travelling on some roads, in bus lanes, or in cycle lanes, could be the immediate solution.⁴¹⁰

Finding 68

The use of non-compliant e-mobility devices, particularly e-scooters and e-bikes which can reach speeds well above 25 km/h without the design characteristics and safety features required to mitigate risk, is frequently observed. This increases the risk of serious injury and is a cause for concern.

Finding 69

A range of inquiry stakeholders, across government and industry, expressed support for creating a category of personal mobility device which is more powerful, faster and heavier, capturing those devices which are currently unregulated but nonetheless widely used.

Finding 70

There is an understanding that legalising heavier, faster and more powerful devices would require a shift in perception and regulation, necessitating consideration of more prescriptive regulation such as rider licensing, device registration, insurance and device standards.

Recommendation 16

That the State Government revise the classifications of e-mobility devices, providing for a category which can travel between 25 km/h to 45 km/hr with the following qualifications:

- electric mobility devices on which the rider stands are not permitted
- use on footpaths and shared paths is not permitted
- their design includes mandated safety features.

409 Adrian Warner, Commissioner, Road Safety Commission, *Transcript of Evidence*, 6 August 2025, p. 9.

410 Based on advice from the Department of Transport and Major Infrastructure.

Chapter 7

Registration, licencing and insurance

Registration and licencing of personal mobility devices

- 7.1 As the use of e-mobility devices has increased around the world, and there are a growing number of injuries and fatalities, there has been some focus on the question of whether these devices and/or riders should be subject to registration, licensing and insurance.
- 7.2 This is a complex issue which weighs the need for safety and accountability against the potential for over-regulation that could stifle uptake of this alternative, affordable transport.
- 7.3 When used in this context, registration means a requirement to lodge certain information about a vehicle and/or its owner through a process administered by an agency such as the Department of Transport.
- 7.4 Registration may or may not be used in conjunction with some sort of licencing, whether that is issuing a licence for a person to ride and/or issuing a licence to show that the device is registered and complies with relevant standards. It may also include a requirement for some kind of insurance to be issued.
- 7.5 Arguments in support of this focus on the ability to better address safety and enforcement challenges. Registration, particularly if registration plates or non-removable labels/stickers are used, enables traceability of devices which could assist with enforcement and accountability. Police can more easily identify riders on illegally modified devices, those engaging in dangerous and/or illegal behaviour, and those involved in hit-and-run collisions.
- 7.6 Some submissions advocate for number plates and licensing for all e-rideables to facilitate identification of devices for enforcement purposes and insurance coverage.⁴¹¹

411 For example, Submission 110, Pedestrian Council of Australia, p. 3; Submission 91, name withheld, p. 1; Submission 181, name withheld, p. 1.

Case Study 1 – Licencing small electric vehicles in Germany

Drafting of legislation to regulate e-scooters began in Europe in 2018. They were legalised in Germany in June 2019.⁴¹²

E-scooters and other small electric vehicles in Germany are regulated by the Small Electric Vehicle Ordinance (eKFV), which came into effect on 15 June 2019.⁴¹³ Small electric vehicles are defined as vehicles powered by electric propulsion to minimum and maximum speeds of between six and 20 km/h.

To ensure that small electric vehicles are generally compliant with these technical requirements, Germany's Federal Motor Transport Authority (KBA) issues approvals (or operating permits) for the serial production of devices to manufacturers. These permits stipulate the manufacturer of the device, the number of the operating permit, and the type of small electric vehicle.⁴¹⁴ This information is displayed on the vehicle.

To qualify for operation on public roads, small electric vehicles must be fitted with a licence plate (measuring approximately 6.5 by 5.3 cm)⁴¹⁵ containing a vehicle identification number.

Rather than by Germany's Federal Government, licence plates for small electric vehicles are issued by insurers after contracts have been signed with riders, and after insurance premiums have been paid. These licence (or insurance) plates serve as proof that insurance exists for a small electric vehicle under Germany's Compulsory Insurance Act.⁴¹⁶

Insurance plates cover a 12-month period. Riders are also required to carry a separate insurance certificate at all times. At the end of each year, the colour of the text on insurance plates changes so that authorities can confirm riders are eligible to operate their devices.

412 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters*, European Transport Safety Council, February 2023, p. 7.

413 Kraftfahrt-Bundesamt, *ABE – Small Electric Vehicles (eKFV)*, accessed 11 July 2025, <[Kraftfahrt-Bundesamt - ABE - Elektrokleinstfahrzeuge \(eKFV\)](#)>.

414 Kraftfahrt-Bundesamt, *Type*, accessed 11 July 2025, <[Kraftfahrt-Bundesamt - ABE - Small electric vehicles \(eKFV\) - Type](#)>.

415 Finber, *Electric scooters in Germany*, accessed 11 July 2025, <[Electric scooters in Germany](#)>.

416 Bundesministerium der Justiz und für Verbraucherschutz, *Ordinance on the Admission of Vehicles to Road Traffic (Vehicle Registration Ordinance – FZV)*, 20 July 2023, accessed 14 July 2025, <[FZV - Ordinance on the Admission of Vehicles to Road Traffic](#)>.

- 7.7 Another potential benefit to licencing and registration is that it provides opportunity to ensure riders are educated on road rules, can demonstrate competence, and 'evaluate their skill and risk appetite'.^{417 418}
- 7.8 Device registration is used to facilitate compulsory insurance in Germany, where a registration scheme for e-scooters was introduced in 2019. It applies to devices which have a maximum legal speed of 20km/h and power of 500W (see Case Study 1 – Licencing small electric vehicles in Germany).⁴¹⁹ While initially crashes were reduced and compliance was improved, reportedly some riders found the registration process cumbersome, leading to lower adoption rates. Enforcement has been inconsistent, with some areas experiencing higher rates of non-compliance.⁴²⁰
- 7.9 A recent development in Israel means that registration and licencing are now used for e-scooters and e-bikes speed-limited to 25 km/h. Since August 2024 registration and the display of identifying licence plates on e-scooters and e-bikes (other than standard pedal-assist e-bikes) has been in place. Licence plates are personal to the rider, rather than the e-scooter or e-bike, and the licence is transferrable to another device (if it is sold, for example). Insurance is not required. Applicants are also required to hold a valid Israeli driver's licence, and if they do not, they must obtain a special licence for light vehicles. This special licence includes passing a written test for bicycle riding.⁴²¹ Reports suggest that the city still has a culture of 'aggressive riding' despite these requirements.⁴²²
- 7.10 Registration and licencing schemes, while sometimes necessary, impose an administrative and financial impost on governments. The Department of Transport and Major Infrastructure explains that a comprehensive licencing scheme for e-rideables would involve:
- issuing identifiers (plates or stickers)
 - establishing fee structures
 - integration with compulsory third-party insurance
 - amending the demerit points systems

417 Submission 194, Department of Transport and Major Infrastructure, p. 6.

418 Singapore requires riders to pass an online theory test before operating an e-rideable.

419 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters*, European Transport Safety Council, February 2023, p. 8.

420 Submission 194, Department of Transport and Major Infrastructure, p. 5.

421 Israeli Ministry of Transport and Road Safety, *Licensing of electric tools*, 2 July 2024, accessed 19 October 2025, <[Licensing of electric tools Ministry of Transport and Road Safety](#)>.

422 Submission 194, Department of Transport and Major Infrastructure, p. 5.

- infringement management
 - changes to the TRELIS vehicle and driver's licence register.⁴²³
- 7.11 The Committee received a range of evidence that for those e-rideables and e-bikes speed-limited to 25km/h and lighter in weight, the benefits of licencing and registration do not outweigh the opposing considerations.
- 7.12 WestCycle argue that for e-bikes compliant with EN15194, speed-limited to 25km/h, licencing and registration would be 'a disincentive for use ... a bureaucratic nightmare and difficult to enforce.'⁴²⁴
- 7.13 Similarly, the Electric Sports Racing Association (ESRA) surveyed its members finding that 75 per cent of respondents did not support registration for currently legal e-rideables.⁴²⁵
- 7.14 A recent New South Wales parliamentary inquiry into the use of e-mobility found that 'implementing a bureaucratic registration system could create barriers to adoption and limit accessibility of e-mobility devices, especially for low-income users.' As well as the barriers to adoption, another reason for this finding was that 'no such registration requirement exists for conventional bicycles.'⁴²⁶
- 7.15 There is some evidence internationally, that licencing and registration requirements provide a disincentive to use this emerging form of transport, with users moving or returning to prior modes of transport. One witness observed that:

Because [in Sweden, Amsterdam and Barcelona] they have such good cycling and pedestrian infrastructure, when they have brought in a lot of these new regulations, people who might decide, "Oh, this has made it too difficult", will be coming off a lot of those e-rideables and going back on traditional bicycles or walking for journeys ...
Something to consider for the Perth context is that a lot of the people who might come off an e-rideable due to new regulations will probably go into a car.⁴²⁷

423 Submission 194, Department of Transport and Major Infrastructure, p. 13.

424 Submission 250, WestCycle Inc., pp. 4-5.

425 Submission 100, Electric Sports Racing Association, p. 19.

426 Portfolio Committee No. 6 – Transport and the Arts, *Use of e-scooters, e-bikes and related mobility options*, New South Wales Parliament, Sydney, February 2025, Finding 2, p. 63.

427 Phillip Verschuer, *Transcript of Evidence*, 30 July 2025, p. 14.

- 7.16 Peter Bourke, General Manager at Bicycle Industries Australia (BikeOz), agrees that registration is ‘problematic’ and can be a barrier to the use of e-mobility devices.⁴²⁸

Finding 71

Around the world, there are a range of examples where licencing and registration are used for e-scooters and e-bikes; some apply only to faster and heavier devices while others include all devices. Many jurisdictions do not require any licencing or registration.

Finding 72

Registration and licencing requirements enable traceability of devices and riders to assist enforcement as well as access to compulsory third-party insurance. If an educative component is included it could also allow the evaluation of rider skill and risk appetite.

Finding 73

Registration and licencing requirements can provide a disincentive for use, limit access, impose a bureaucratic burden and be difficult to enforce.

Device identification and compliance

- 7.17 Identification of a device for safety and enforcement purposes can be achieved simply by a smart label⁴²⁹ or compliance plate which is linked to an individual (the buyer/rider). This data could feed into in a central repository that is able to be accessed for enforcement and compliance purposes.
- 7.18 Certification of compliance at the point of sale, coupled with some form of device registration, could assist in addressing the current ‘imbalance and anti-competitive behaviour’ in the e-bike industry where some retailers are taking advantage of the lack of compliance checks on import. This would benefit those ‘legitimate businesses who are selling road legal e-bikes’ according to the National Transport Research Association.⁴³⁰
- 7.19 Compliance labelling is suggested by a range of inquiry stakeholders, to aid enforcement, manage quality of devices and enable identification of non-

428 Peter Bourke, General Manager, Bicycle Industries Australia, *Transcript of Evidence*, 10 September 2025, p. 7.

429 A smart label is an umbrella term defining a form of labelling technology that integrates digital technology into traditional labelling methods; see <[What is a Smart Label? - The Future of Product Tagging](#)>.

430 Submission 149, National Transport Research Association, p. 6.

compliant devices; most suggestions are for a simple sticker, label or plate.^{431 432}
433

- 7.20 Some e-mobility industry stakeholders suggest digital verification of devices and batteries.⁴³⁴ Digital verification can be put in place when devices and batteries meet certain established standards and then are certified to those standards by independent laboratories. Once this is done, smart connected labels can be placed onto these products, a bit like a QR code, but more secure. They can be scanned by a phone to demonstrate compliance.⁴³⁵
- 7.21 Similarly, a digital product passport is a unique fingerprint or a unique image that connects to a secure database containing a range of information. It can prove the existence of certifications and confirm whether a device is legal in a particular jurisdiction. It can also confirm whether a battery is certified to a safety standard. In 2023 the EU Parliament legislated that all lithium-ion batteries have a digital product passport by 2027 and that by 2030 every e-bike and e-scooter has one.⁴³⁶
- 7.22 WA Police currently use less sophisticated methods for compliance checking. For example, portable scales to check whether a device exceeds the 25 kg limit. Visual checks of features such as suspension, width of tyres, and larger batteries, can indicate whether a device is compliant. However, a smart label or other identifier would make compliance checks by police officers quicker and more effective.⁴³⁷ The WA Police Commissioner advised that while identification of devices would be useful for enforcement, whether this is achieved by a licencing regime or some other identifier is not as important as the ability for police to identify a device as early as possible and impound it if necessary.⁴³⁸
- 7.23 For e-bikes there is already a requirement for a visual identifier which shows the e-bike can be sold as compliant with relevant standards. This 'includes power limits, who made it, what the maximum speed is, where it was made, when it was made, who to contact and a serial number.' However, currently there is no central

431 Submission 154, Katie Hodson-Thomas, p. 2.

432 Submission 250, WestCycle Inc., pp. 4-5.

433 Peter Bourke, General Manager, Bicycle Industries Australia, *Transcript of Evidence*, 10 September 2025, p. 7.

434 Submission 129, Zipidi, pp. 17-18 and p. 37; Submission 135, eMobility Australia Ltd, p. 8 and pp. 12-13.

435 Stephen Coulter, Head, eMobility Australia, *Transcript of Evidence*, 30 July 2025, p. 3.

436 Krystyna Weston, Chair, eMobility Australia, *Transcript of Evidence*, 30 July 2025, p. 4.

437 Paul Simpson, Executive Manager, Road Policing Research and Projects, WA Police, *Transcript of Evidence*, 6 August 2025, p. 11.

438 Col Blanch, Commissioner, WA Police, *Transcript of Evidence*, 6 August 2025, p. 11 and p.12.

database which collates e-bikes with serial numbers to which enforcement officers can refer.⁴³⁹

Finding 74

Identification of a device for safety and enforcement purposes can be achieved simply by a smart label or compliance plate which is linked to an individual through a simple registration process.

Licencing and registration according to classification

7.24 As outlined in the previous chapter, there is some support for licencing and registration of devices which are more akin to mopeds and small vehicles. In a tiered classification scheme (see discussion earlier in this chapter) these would have a speed range between 25 km/h to 45 km/h. Larger eMDs can be designed to include advanced safety features with the ability to safely navigate higher speeds.⁴⁴⁰

7.25 The Department of Transport and Major Infrastructure proposes that:

If any registration scheme were to be entertained, it would only be feasible for those e-rideables, e-bikes or micromobility devices that are approaching the speed and handling characteristics of electric motorcycles or mopeds and these would need to be limited in where they can be used, i.e. limited to possibly on-road cycle lanes and banned on all paths and roads over a certain speed limit or design.⁴⁴¹

7.26 The Road Safety Commission describes how in Europe licencing is being adopted in places where 'super bikes' are increasing in popularity:

They are electric bikes, but they can travel up to 45 kilometres an hour. But you do need a licence, they have them as a moped-type licence, they have a restriction in power and they can only go certain places, so they might be only allowed on dedicated bike paths.⁴⁴²

7.27 The European Union has also, since January 2024, required insurance for small vehicles, including e-scooters, in Europe. Insurance is required if the vehicle is exclusively powered by mechanical means if the maximum design speed exceeds

439 Peter Bourke, General Manager, Bicycle Industries Australia, *Transcript of Evidence*, 10 September 2025, p. 10.

440 Submission 246, name withheld, p. 1; Submission 100, Electric Sports Racing Association, p. 7; Submission 113, 3KM Technology Ario, p. 3.

441 Submission 194, Department of Transport and Major Infrastructure, p. 5.

442 Caoimhe Finn, Manager, Policy and Strategy, Road Safety Commission, *Transcript of Evidence*, 6 August 2025, p. 7.

25km/h or the maximum net weight exceeds 25kg and the maximum design speed exceeds 14 km/h.⁴⁴³

- 7.28 China provides a case study for the implementation of regulatory measures that include device registration to deal with growing safety concerns (Case Study 2). However, many jurisdictions grappling with how to manage the ‘increased injury burden of faster and heavier devices’ have not implemented registration and licencing schemes.⁴⁴⁴

Finding 75

There is some support for only licencing devices which are more akin to mopeds and small vehicles, which have a speed range between 25 km/h to 45 km/h and are larger and more powerful than current classifications of e-rideables and e-bikes.

Recommendation 17

That the State Government mandate compliance labelling for all personal mobility devices, consistent with any developments at the national level relating to vehicle, product and/or information standards and regulation. Compliance labels should be affixed to all devices and be highly visible. It should be an offence to remove them, with appropriate penalties prescribed for non-compliance.

Recommendation 18

That the State Government, when reviewing the current classification of e-rideables and e-bikes, also investigate commensurate licencing and registration requirements for each category of device:

- For devices speed-limited to 25 km/h—minimal, one off, registration at point of sale to log device compliance and ownership details. Registration should be personal to the owner and identify both the owner and the device. Compliance labelling would be applied as described in Recommendation 14. A change of ownership should require update of registration details.
- For faster and heavier devices able to travel up to 45 km/h—registration of the device and licencing of the owner, with access to compulsory third-party insurance (CTP) cover. An annual registration should be required similar to other road vehicles.

443 Submission 194, Department of Transport and Major Infrastructure, p. 5; see also Official Journal of the European Union, *Directive (EU) 2021/2118 of the European Parliament and of the Council*, 24 November 2021, accessed 10 October 2025, <[L_2021430EN.01000101.xml](#)>.

444 Submission 194, Department of Transport and Major Infrastructure, p. 5.

Case Study 2 – Regulation and management of e-rideables in China⁴⁴⁵

China's e-rideable market which is comprised primarily of electric bikes and light electric motorcycles has grown to see annual sales of approximately 50 million units. Province jurisdictions have implemented regulatory frameworks that include the following:

National standards and technical requirements. *E-bikes are limited to have a maximum speed of 25 km/h; motor power output of 400W; and (recently increased) vehicle weight of 63kg. Other e-rideables exceeding these limitations are classified as Light Electric Motorcycles or Electric Motorcycles and all classes of e-rideable require registration. Light Electric Motorcycles and Electric Motorcycles also require insurance and a valid licence.*

Mandatory registration. *Most province jurisdictions have mandated registration of e-rideables, with registered vehicles requiring number plates to be displayed on the front and rear.*

Enforcement. *Authorities are enforcing requirements at both a personal and commercial level. In some jurisdictions, big data platforms are being used to assist in identifying and tracking violations. Removing or modifying the speed limiter is now an offence that attracts fines and personal vehicle confiscation—commercial entities may also be subject to business licence suspensions or revocations. Acts such as riding against traffic, using mobile phones or failing to wear a helmet are considered traffic violations.*

Road access restrictions. *Cities have implemented road hierarchy controls to regulate e-rideable access. Examples include Shenzhen, where e-rideables are prohibited on certain major roads and all pedestrian-only streets and areas. In Guangzhou restrictions apply to specific roads during morning and afternoon peak periods. The use of e-rideables is banned on all arterial roads in Beijing. Access restrictions are enforced through licence plate recognition cameras and on-site traffic police at major junctions.*

Regulations for food delivery riders. *These riders comprise a large portion of e-rideable users, and targeted measures have been introduced across this cohort. First-time offenders must complete an online safety course or face a one-day suspension from food delivery platforms. In Guangzhou, platforms are required to monitor misconduct of riders.*

⁴⁴⁵ Case Study created with information from Submission 149, National Transport Research Organisation, pp. 8-9.

Insuring personal mobility devices

- 7.29 There is limited insurance coverage available for e-rideables and e-bikes. Effectively this means that riders or pedestrians are unlikely to be covered in the event of an injury. In the event of death, their family is unlikely to be adequately compensated unless compensation is pursued through another avenue (such as victims of crime compensation if a rider is charged and convicted of an offence).

Finding 76

Limited insurance options for e-rideables and e-bikes mean that riders or pedestrians are unlikely to be covered in the event of an injury; and in the event of death, their family is unlikely to be adequately compensated.

Compulsory third-party (CTP) insurance

- 7.30 Under the *Motor Vehicle (Third Party Insurance) Act 1943* compulsory third-party insurance, known as CTP insurance, provides compensation to people injured in motor vehicle accidents. It is applied to vehicle registration and insures the owner or driver for any liability for injuries caused to someone else. Cover is provided whether or not the driver holds a valid driver's licence when the injury occurs.⁴⁴⁶

An expansion of [CTP insurance] scope beyond licensed vehicles would need to be extensively modelled, with implications for motor injury policies and premiums for licenced vehicle owners.

– Insurance Commission of WA

- 7.31 E-bikes and e-rideables are not considered to be motor vehicles under the Road Traffic Code and do not require licencing under the *Road Traffic (Vehicles) Act 2012*. Therefore, the *Motor Vehicle (Third Party Insurance) Act 1943* does not apply, meaning they are not covered by the CTP scheme.⁴⁴⁷
- 7.32 In contrast, e-dirt bikes, which are considered vehicles under the Road Traffic Code, can be licensed for use on public roads and covered by the CTP insurance scheme.⁴⁴⁸

446 Insurance Commission of Western Australia, *Application of CTP Premium Rates on Motor Vehicle Registrations*, accessed 30 November 2025, <[Fact sheet 1 What are the proposed changes for motor vehicle owners and drivers?](#)>.

447 Submission 138, Insurance Commission of Western Australia, pp. 2-3 and Submission 270, Insurance Commission of Western Australia, p. 1.

448 Submission 270, Insurance Commission of Western Australia, pp. 1-2.

7.33 The Insurance Commission of Western Australia (ICWA) takes the view that although consideration could be given to mandating some form of third-party insurance for privately owned e-rideables, the CTP insurance scheme is not a suitable mechanism for delivering insurance coverage.⁴⁴⁹ Similar reservations are expressed by ICWA regarding CTP cover for e-bikes.⁴⁵⁰

Table 7.1: CTP scheme viability for motor vehicles vs electric mobility devices⁴⁵¹

Motor vehicles	E-rideables and e-bikes
<ul style="list-style-type: none"> • Drivers must hold a valid driver’s licence, demonstrating a minimum level of competence. • Driver licensing is regulated supporting risk management and scheme viability. • Licensed vehicles must meet enforceable safety standards. 	<ul style="list-style-type: none"> • Riders are not required to hold a driver’s licence and there is no assessment of rider competence. • Enforcement of safety standards is challenging given a lack of visibility over devices being used in the community. • Compliance with import and design regulations is difficult to monitor. Some devices do not meet legal definitions for e-bike and e-rideable. • Compliance and enforcement of road rules is challenging.

7.34 ICWA argue that the regulatory controls for motor vehicles (which are covered under the CTP scheme) mitigate risk and support the scheme’s viability. In contrast, e-rideables and e-bikes are not subject to the same level of regulatory oversight (see Table 7.1).⁴⁵²

Finding 77

Under the current regulatory framework, e-rideables and e-bikes fall outside the scope of the compulsory third-party (CTP) insurance scheme. Licensed e-dirt bikes used on public roads are covered by CTP insurance.

Finding 78

E-rideables and e-bikes are not subject to the same level of regulatory oversight as motor vehicles licensed for road use. The Insurance Commission of WA claims this makes them unsuitable for compulsory third-party (CTP) insurance coverage.

449 Submission 138, Insurance Commission Western Australia, p. 2.

450 Submission 270, Insurance Commission of Western Australia, p. 2.

451 Table created based on information from Submission 138, Insurance Commission Western Australia, pp. 2-3; and Submission 270, Insurance Commission of Western Australia, p. 2.

452 Submission 138, Insurance Commission Western Australia, pp. 2-3; Submission 270, Insurance Commission of Western Australia, p. 2.

Current insurance coverage is limited

For-hire devices

- 7.35 Operators of for-hire e-rideables provide third-party and personal accident insurance that offers limited coverage to registered users. However, cover applies only when users comply with legislative requirements such as minimum age, mandatory helmet use and single rider provisions.⁴⁵³
- 7.36 Beam Mobility and Neuron Mobility Australia, providers of for-hire e-scooters in WA, advised that they provide the following insurance coverage to riders:
- public and product liability insurance
 - personal accident cover that covers riders
 - third-party liability insurance, which covers property damage or injury to others.⁴⁵⁴
- 7.37 Neuron Mobility claims it has gone above and beyond the minimum insurance coverage required by councils to ensure all parties are covered in the event of damage or injury.⁴⁵⁵ However, other stakeholders claim that hire providers are not offering adequate coverage. For example, the National Transport Research Association submits that shared bike companies are absolving themselves of responsibility by putting the onus onto riders.⁴⁵⁶
- 7.38 The Australian Lawyers Alliance submits that the insurance coverage offered by hire e-scooter operators in WA, including Beam Mobility and Neuron Mobility, is significantly limited for a number of reasons:
- the maximum liability limit is too restrictive
 - the policies generally do not provide cover to anyone under 16 years of age
 - the policies can be voided where the rider fails to follow local laws
 - there is no coverage if the rider causes injury to someone else.⁴⁵⁷

Finding 79

Shared schemes provide limited insurance cover to riders. Cover is provided only when users comply with legislative requirements such as minimum age, mandatory helmet use and single rider provisions, and there is no coverage if the rider causes injury to someone else.

453 Submission 138, Insurance Commission of Western Australia, p. 2.

454 Submission 169, Beam Mobility, p. 12 and Submission 150, Neuron Mobility Australia, p. 8.

455 Submission 150, Neuron Mobility Australia, p. 8.

456 Submission 149, National Transport Research Association, p. 7.

457 Submission 118, Australian Lawyers Alliance, pp. 15-16.

Privately owned devices

- 7.39 Unlike for-hire devices, there is no legal obligation for owners of private e-rideables to hold third-party or personal accident insurance.⁴⁵⁸ There are limited insurance options available for e-rideables. The Department of Transport advised that a person injured using an e-rideable or by an e-rideable may be entitled to compensation through a personal injury claim, although it can be a complicated process.⁴⁵⁹
- 7.40 ICWA told the Committee that although there are some private insurance products on the market, coverage is inconsistent and often limited in scope.⁴⁶⁰ The Australian Lawyers Alliance described how although some private e-rideable/e-mobility device owners have some insurance coverage under their home and contents policy—many do not.⁴⁶¹ Individuals may obtain personal accident insurance, private health insurance or public liability insurance—however, these all have limitations and many individuals have no coverage at all.⁴⁶² The ALA finds this leads to a precarious situation for individuals who are injured or whose property is damaged.⁴⁶³
- 7.41 The Shire of Serpentine Jarrahdale raised a concern that given many private e-rideables are uninsured—and operator policies limit the coverage of hire devices—local governments are increasingly exposed to claims when an e-rideable collision involves local government infrastructure.⁴⁶⁴

Finding 80

There is no legal obligation for owners of private e-rideables or e-bikes to hold third-party or personal accident insurance, and there are limited insurance options available for these devices.

Comprehensive insurance cover as part of wider regulatory reform

- 7.42 A wide range of stakeholders want to see greater insurance coverage in some form but there are diverse views on how an e-rideable insurance scheme should take shape. Most stakeholders agree any insurance scheme should be mandatory. The Committee heard from a range of e-rideable and e-bike users, pedestrians, motorists and other members of the public, who want to see the introduction of

458 Submission 138, Insurance Commission of Western Australia, p. 2.

459 Submission 194, Department of Transport and Major Infrastructure, p. 16.

460 Submission 138, Insurance Commission of Western Australia, p. 2.

461 Submission 118, Australian Lawyers Alliance, p. 14.

462 *ibid.*

463 *ibid.*

464 Submission 123, Shire of Serpentine Jarrahdale, p. 1.

mandatory insurance for e-rideables.⁴⁶⁵ A key concern held by members of the public is that no one should be left uncompensated after a crash.⁴⁶⁶

- 7.43 One member of the public calling for mandatory insurance told the Committee how they were injured and left to pay for treatment when they were hit by an e-rideable:

I was hit by a schoolboy on an escooter...on the footpath outside my home. He stopped, but didn't give his name. I didn't realise at the time that I'd dislocated my shoulder and torn my meniscus. Not only am I in constant pain, but have had to pay for therapy ... [there should be] mandatory insurance for escooters and ebikes.⁴⁶⁷

- 7.44 The Department of Transport and Major Infrastructure views registration as a precursor to insurance and recommends the adoption of both registration and insurance across devices that will be used on roads.⁴⁶⁸

- 7.45 The Australian Lawyers Alliance is calling for the introduction of insurance coverage for all e-mobility devices (both for-hire and privately owned), incorporating:

- Compulsory and comprehensive CTP insurance which mirrors the scheme currently in place for motor vehicles.
- Compulsory and comprehensive property damage insurance.⁴⁶⁹

- 7.46 Similarly to the Department of Transport, the ALA recognises that a precursor to insurance is the ability to identify devices. The ALA identified further considerations that would need to be addressed, including how insurance is obtained and the use of actuarial data to develop suitable premium rates.⁴⁷⁰

- 7.47 A range of stakeholders expressed support for the introduction of an insurance scheme for the mid-tier category of eMDs described earlier in this chapter, with registration and licencing requirements.⁴⁷¹ The Electric Sports Racing Association

465 Submission 10, Mark Garner, p. 1; Submission 54, name withheld, p. 1; Submission 111, John Cussons, p. 1; Submission 126, David Karr, p. 2.

466 Submission 110, Pedestrian Council of Australia, p. 3; Submission 199, Doug Jones, p. 1;

467 Submission 21, Chamberlain, p. 1.

468 Charlie Marks, Manager, Legislation Services, Department of Transport and Major Infrastructure, *Transcript of Evidence*, 15 September, p. 15.

469 Submission 118, Australian Lawyers Alliance, p. 16.

470 *Ibid.*, pp. 16-17.

471 Submission 4, Ray Sutton, p. 1; Submission 41, Chloe Fletcher, p. 2; Submission 60, name withheld, p. 1; Submission 201, Dr Terry Griffiths, pp. 4-5; Submission 198, Brian Mollan, p. 1.

supports the introduction of optional access to insurance, available where registration is required.⁴⁷²

- 7.48 The Recreational Trailbike Riders' Association of Western Australia also raised the issue of off-road registered vehicles—wanting to explore an insurance model that could capture vehicles such as e-dirt bikes.⁴⁷³

Finding 81

A wide range of stakeholders want to see greater insurance coverage for e-rideables in some form, with a key concern being that no-one should be left uncompensated after an accident. While there are diverse views on how an e-rideable insurance scheme should take shape, most stakeholders agree any insurance scheme should be mandatory.

Recommendation 19

That the State Government consider how compulsory third-party insurance might cover electric mobility devices under a revised classification structure (see Recommendation 18).

472 Submission 100, Electric Sports Racing Association, p. 8.

473 Sean O'Reilly, President, Recreational Trailbike Riders' Association of Western Australia, *Transcript of Evidence*, 15 September, p. 8.

Chapter 8

Rules, penalties and enforcement

The inclusion of e-mobility in the Australian Road Rules

- 8.1 Road rules exist to ensure the safety of all road users, including pedestrians, motorists, motorcyclists, cyclists and e-riders. As outlined in Chapter 1, the advent of electric powered micro-mobility devices has required special attention by governments around the world as their use has posed significant safety risk to both riders and pedestrians.
- 8.2 Despite the imposition of rules and regulations, incidents of unsafe and illegal rider behaviour are not uncommon. And tragically, serious injuries and fatalities are also increasingly reported.
- 8.3 As outlined in Chapter 8, recognition of the growing use of personal mobility devices such as e-scooters in Australia led to their inclusion in the Australian Road Rules (see Box 8.3) by the National Transport Commission in 2021. This was done to facilitate their safe use on Australian roads and paths.
- 8.4 The framework chosen by the National Transport Commission was based on studies, international best practice and extensive public consultation, and was determined at the time to be the best approach to balance mobility and safety, after analysis of several options.⁴⁷⁴ Provisions such as speed limits of 10 km/h on footpaths, 25 km/h on paths and local roads, along with device specifications around weight and power, were primarily based on safety considerations for pedestrians and riders.
- 8.5 However, it was acknowledged by the National Transport Commission that a high level of compliance and clear enforcement of road rules would be needed to manage the safety risks posed by personal mobility devices.⁴⁷⁵ Reports of non-compliance and rapid advances in technology and innovation mean that a review of these rules is timely, both at the state and federal levels of government.

474 Submission 156, Road Safety Commission, p. 2, and National Transport Commission, *Barriers to the safe use of personal mobility devices: Decision Regulation Impact Statement*, August 2020, accessed 16 October 2025, <[NTC-Decision-RIS-PMDs.pdf](#)>.

475 National Transport Commission, *Barriers to the safe use of personal mobility devices – Decision Regulation Impact Statement*, August 2020, p. 23.

- 8.6 Australia's Transport Ministers have requested that the National Transport Commission review the Australian Road Rules 'in response to growing use of personal mobility devices' which at the national level also includes e-bikes.⁴⁷⁶ As outlined in Chapter 6, the development of a national regulatory framework is also underway (refer to Box 6.2).

Box 8.3: Australian Road Rules

The Australian Road Rules (ARR) form the basis of the road rules in each Australian state and territory and contain the basic road rules for motorists, motorcyclists, cyclists, pedestrians, passengers and other. The ARR are a model law and as such must be adopted into state and territory road laws to take legal effect.

They are a framework for road safety and traffic regulations, not national laws that are in force across Australia. For the most part, each state and territory has copied the ARR into their own laws, however, not every provision of the Rules has been copied exactly in each state and territory.

There are also a number of provisions in the ARR that specifically leave certain matters to state and territory governments to determine. It means each state and territory can add local rules that meet their own needs, like rules for hook turns in central Melbourne.

Source: National Transport Commission, *Australian Road Rules*, undated, accessed 15 October 2025, <[Australian Road Rules | National Transport Commission](#)>.

Regulation of e-rideables and e-bikes in Western Australia

- 8.7 In WA, rules for use of e-rideables were introduced into legislation in December 2021,⁴⁷⁷ immediately following the inclusion of standards into the Australian Road Rules. WA adopted the model road rules set by the National Transport Commission with minor differences to fit existing regulation.^{478 479} A summary of the relevant road rules around Australia can be found at Appendix Eight.
- 8.8 In WA e-bikes are excluded from the definition of e-rideables and are regulated separately, albeit with many similarities to e-rideables (e.g. a maximum speed of 25 km/h). This chapter deals with evidence received about e-rideable rules. Evidence received about e-bike regulation related mostly to classification and the use of non-compliant devices and is covered in Chapter 6.
- 8.9 The Department of Transport and Major Infrastructure advised that the regulatory framework adopted in WA for e-rideables encompasses the features required for a successful regulatory framework. This includes:

476 National Transport Commission, *Australian Road Rules – Personal Mobility Devices*, undated, accessed 20 October 2025, <[Australian Road Rules | National Transport Commission](#)>.

477 The regulations contained in the *Road Traffic Code 2000* came into effect on 4 December 2021.

478 Road Safety Commission, *Review of the e-rideable Road Rules*, Government of Western Australia, May 2025, p. 5.

479 Western Australia does not include Electric Personal Transporters such as segways in the definition of e-rideable.

- capped speed limits
 - consideration of riding location with the aim of minimising potential conflict with pedestrians
 - mandatory helmet requirements
 - minimum age requirement
 - alcohol and drug prohibition
 - mobile phone bans.⁴⁸⁰
- 8.10 Main Roads WA and WA Police generally support the regulations as being appropriate, with some recommendations for improvement.^{481 482}
- 8.11 A review of the e-rideable regulatory framework was undertaken by the Road Safety Commission to identify initial learnings, emerging issues and to determine whether further work was needed to improve road safety outcomes.⁴⁸³ The review report was released in May 2025.
- 8.12 The review found that WA's e-rideable laws 'are generally well supported and achieve a good balance between enabling the use of these devices and ensuring the safety of riders and other path and road users.'⁴⁸⁴ While acknowledging this finding, the Committee suggests that it has been superseded by recent developments. This inquiry has highlighted what appears to be an unacceptable level of non-compliance with road rules and regulation. In the Committee's view there is a need for a comprehensive review of device classifications and legislation governing the use of e-rideables.

Finding 82

A review of the e-rideable regulatory framework undertaken by the Road Safety Commission in May 2025 found that Western Australia's e-rideable laws are generally well supported and achieve a good balance between enabling the use of these devices and ensuring the safety of riders and other path and road users. However, in the Committee's view this finding has been superseded by recent developments and the findings of this inquiry which suggest a need for legislative reform.

480 Submission 194, Department of Transport and Major Infrastructure, p. 3.

481 Paul Simpson, Executive Manager, Road Policy Research and Projects, WA Police, *Transcript of Evidence*, 6 August 2025, p. 3.

482 Submission 162, Main Roads WA, pp. 4-5.

483 Submission 156, Road Safety Commission, p. 3.

484 Road Safety Commission, *Review of the e-rideable Road Rules*, Government of Western Australia, May 2025, p. 2.

Non-compliance with road rules

8.13 A successful regulatory framework is one that achieves its intended outcomes. For e-rideables, that is the safe and effective integration of their use in WA's infrastructure and transport systems. Measures of the framework's success include how well the various users of the infrastructure are interacting, the level of compliance with the rules, and the number of injuries and deaths.

I do want to make one point about Western Australians in our community ... when we do targeted operations ... 90% if not more of our community are doing the right thing. They are going the right speed, they are following the road rules, they are not affected by alcohol and they are wearing their helmets.

– Col Blanch, WA Police Commissioner

8.14 The Committee acknowledges that many e-rideable users are complying with the rules. The WA Police Commissioner told the Committee that the majority (around 90 per cent) of riders are compliant, based on operations where police target e-rideables or e-bikes:⁴⁸⁵

we talk to everyone we see and we will collect the number of people that we have interacted with on that day. If you are riding a compliant vehicle with your helmet and following the road rules, you are one of that 90%, and the 10% either have no helmet, are intoxicated, riding a noncompliant device or not following the road rules.⁴⁸⁶

8.15 Nevertheless, the other 10 per cent is alarming, given the risk of serious injury and death described in the previous chapter. The Road Safety Commission's recent review of the e-rideable road rules found that there is a 'concerning lack of compliance with the existing rules, particularly speeding, not wearing a helmet and not giving way to pedestrians.'⁴⁸⁷

8.16 A University of Western Australia observational study conducted over 2022 and 2023 showed that there was a non-trivial lack of awareness of the regulations, noncompliance, and risky behaviour, which suggest that additional interventions are required to address these issues.⁴⁸⁸

485 Col Blanch, Commissioner, WA Police, *Transcript of Evidence*, 6 August 2025, p. 18.

486 *ibid.*

487 Road Safety Commission, *Review of the e-rideable Road Rules*, Government of Western Australia, May 2025, p. 1.

488 Paul Roberts, Angela Yan, Razi Hasan, 'Risky behaviour and regulation compliance in eRiders and cyclists in metropolitan Perth Western Australia', *Transportation Research Part F: Psychology and Behaviour*, vol. 114, 2025, p. 525.

- 8.17 The most common issue raised with the Committee was non-compliance with e-rideable (and to a lesser extent e-bike) road rules. This is discussed in the following sections and includes:
- not wearing a helmet
 - speeding
 - more than one person on a device ('doubling up')
 - intoxication
 - (usually unsafe) use of e-rideables and e-bikes by children under the age of 16.
- 8.18 In addition to the non-compliance behaviour listed above, the use of illegally modified and non-compliant devices is a major issue and was discussed in the previous chapter. For an e-rideable or e-bike to be used legally on public paths and roads, the device must comply with the legal definition prescribed in the *Road Traffic Code 2000*.⁴⁸⁹
- 8.19 However, as noted elsewhere, there is a proliferation of devices currently being used on public infrastructure that do not comply with the legal definitions for public road and path use. Increasing use of these devices is a key safety risk, as higher speeds and power settings also increase the risk of severe injury and death:
- With e-rideables and non-conforming e-bikes being ridden on paths and local roads that are typically shared with slower and unprotected road users, the potential for death and serious injury to this cohort can only increase as the devices being ridden (and the payload they carry) get heavier and faster.⁴⁹⁰
- 8.20 When other rules are breached, such as the requirements to wear a helmet or only riding with a single person on board, or when they are ridden on prohibited roads or paths, the risks are amplified.⁴⁹¹ The WA Police Commissioner said this is where police are 'seeing the greatest amount of harm.'⁴⁹²

489 See Chapter 6 and Appendix Six.

490 Submission 194, Department of Transport and Major Infrastructure, p. 5.

491 *ibid*.

492 Col Blanch, Commissioner, WA Police Force, *Transcript of Evidence*, 6 August 2025, p. 2.

Finding 83

There is a concerning lack of compliance with e-rideable and e-bike road rules, in particular:

- not wearing a helmet
- speeding
- more than one person on a device ('doubling up')
- intoxication
- use of devices by children and young people under the age of 16
- the use e-bikes and e-scooters which are unsafe due to being modified and/or non-compliant.

Helmet use

- 8.21 A significant number of people are not wearing a helmet while using an e-rideable.⁴⁹³ This has been noted in a number of studies and is widely observed in the community.
- 8.22 A University of Western Australia study conducted over 2022 and 2023 reported that around 15 per cent of e-riders admitted to not using a helmet at some point. The study found that compared to cyclists, the following e-riders were more likely to be unhelmeted:
- e-scooter riders (around 1.6 times more likely)
 - e-skateboarders (around 2.5 times more likely)
 - e-wheel riders (around 3.4 times more likely).⁴⁹⁴
- 8.23 The study showed a decline in e-scooter helmet compliance between 2022 and 2023, with those riding shared devices non-compliant around four times more often than riders of privately-owned devices.⁴⁹⁵
- 8.24 The Department of Transport and Major Infrastructure advised that the current helmet standard for e-rideables, which is the same as that for bicycles (AS 2063), is not appropriate and that a higher helmet standard should be considered.⁴⁹⁶

493 Submission 138, Insurance Commission of Western Australia, p. 3.

494 Paul Roberts, Angela Yan, Razi Hasan, 'Risky behaviour and regulation compliance in eRiders and cyclists in metropolitan Perth Western Australia', *Transportation Research Part F: Psychology and Behaviour*, vol. 114, 2025, p. 524.

495 Paul Roberts, Angela Yan, Razi Hasan, 'Risky behaviour and regulation compliance in eRiders and cyclists in metropolitan Perth Western Australia', *Transportation Research Part F: Psychology and Behaviour*, vol. 114, 2025, p. 524.

496 Submission 194, Department of Transport and Major Infrastructure, p. 14.

There is evidence to suggest that the risk of serious head injury is higher for e-rideables than bicycles.

- 8.25 For example, a 2023 European Transport Safety Council report found that e-scooter riders are more likely to impact their head when falling and the rate of serious head injury is higher than that for pedal cyclists. For those riders suffering head injuries, many involved traumatic brain injuries. The studies referenced by the report found that very few riders wore helmets, and it is thought that the use of a suitable helmet could have prevented or lessened the injuries. The nature of the head injuries was likened to motorcycle injuries rather than bicycle injuries.⁴⁹⁷
- 8.26 WA Police also support increasing helmet standards to include a requirement for the use of a full faced helmet, citing a 2021 UK study which found that compared to bicycle hospital admissions, e-scooter admissions involved riders demonstrating 'a higher rate of serious head injury' (90 per cent of critically injured e-scooter riders suffered head injuries).⁴⁹⁸

Finding 84

Advice received from the WA Police Force and Department of Transport and Major Infrastructure is that the helmet standard for e-rideables, which is the same as for bicycles (AS 2063), is not appropriate. There is evidence to suggest that the risk of serious head trauma is higher for e-rideables than bicycles, with injuries more akin to those sustained in motorcycle incidents.

Recommendation 20

That the Minister for Road Safety review the helmet standard for e-rideables with a view to requiring a standard that is more suitable for e-rideables.

Speeding

- 8.27 As noted elsewhere, speed limits for e-rideables were set to mitigate the likelihood of severe injury to e-scooter riders, pedestrians and other road users. In addition, the design of e-scooters places the rider at risk of falls and head injury.⁴⁹⁹

497 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters* European Transport Safety Council, February 2023, pp. 30-31.

498 Submission 170, WA Police, p. 2.

499 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters* European Transport Safety Council, February 2023 p. 25.

- 8.28 Evidence received by the Committee included anecdotes of riders exceeding, or appearing to exceed, the permitted speed limits of 10km/hr on footpaths and 25km/hr other paths and roads.⁵⁰⁰
- 8.29 The use of speed-limiting technology has been proposed to manage e-rideable device speeds.⁵⁰¹ This technology is currently featured on shared scheme e-rideables;⁵⁰² however, privately owned devices are not required, and often do not, include this.

Finding 85

There are many accounts of e-riders exceeding the permitted speed limit of 10 km/hr on footpaths and 25 km/hr on shared paths and roads.

Recommendation 21

In reviewing the regulatory framework governing e-rideables, the State Government should ensure that speed limiting technology is mandated in vehicle design standards for e-rideables. The State Government should also advocate for its inclusion in national standards when they are developed by the Commonwealth.

Doubling up

- 8.30 The *Road Traffic Code 2000* clearly states that an e-rideable is for one person only. The addition of another person adds to the inherent instability of the device, which is not designed to carry a passenger. The different weight distributions created by the extra person on the device make it extremely unsafe and more likely to tip over or for the driver of the device to lose control. Higher vehicle weight increases the kinetic energy of the e-scooter when being ridden, causing braking to be less effective. This increases the risk of injury to other road users in the case of a collision.⁵⁰³

500 Submissions 35, Alexander Elzohdy; Submission 84, Joel Ferguson; Submission 91, name withheld; Submission 98, Ken Post; Submission 106, Prof Mike Daube; Submission 115, Timothy Threlfall; Submission 137, Shire of Augusta Margaret River; Submission 166, name withheld; Submission 186, name withheld; Submission 190, name withheld; Submission 197, name withheld; Submission 223, name withheld; Submission 226, name withheld; Submission 229, name withheld; Submission 251, Christopher Kinder.

501 Submission 170, WA Police, p. 3.

502 Submission 150, Neuron Mobility Australia, p. 7; Submission 155, City of Perth, p. 4; Submission 167, City of Sterling, p. 2; Submission 169, Beam Mobility, p. 11.

503 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-cooters*, February 2023, p. 32.

- 8.31 There are many reported instances of more than one person riding an e-rideable (usually an e-scooter) at the same time, with some reporting that young people appear particularly likely to flout this rule.⁵⁰⁴

Finding 86

Young people are particularly likely to be seen riding an e-scooter carrying more than one person. This contravenes the road rules and exacerbates the risk of serious injury.

Intoxication

- 8.32 It is against the law to ride an e-rideable under the influence of alcohol or drugs. Nonetheless, according to available data, between 35 to 55 per cent of injuries presenting at emergency departments in WA are due to riders under the influence (refer to Figure 8.1 which compares data from various retrospective studies conducted in Australia and overseas).

A high proportion of crashes involve riders who are not wearing helmets and who are under the influence of alcohol and/or drugs.

– Road Safety Commission, May 2025

- 8.33 Data from a Melbourne hospital suggests that most intoxicated presentations are male (83.1 per cent), aged between 23 and 35 (49.2 per cent), and riding without a helmet (30.8 per cent). Of those cases involving intoxication, 55.4 per cent of injuries also occurred at night.⁵⁰⁵
- 8.34 The high prevalence of incidents involving alcohol is concerning, suggesting that public education is needed to raise awareness about the risk when riding while intoxicated.

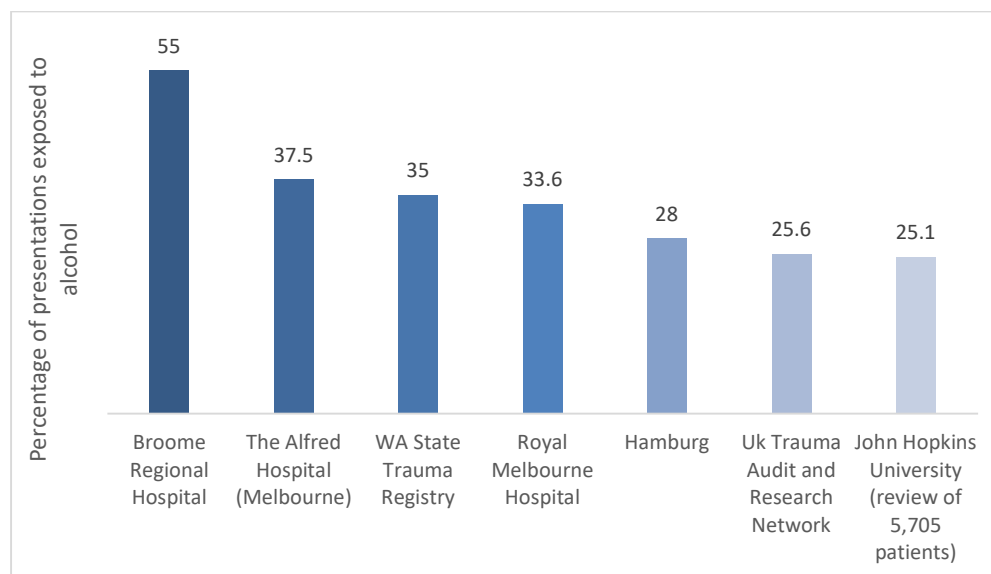
Finding 87

There is a high prevalence of intoxication in rider presentations to emergency departments following e-scooter incidents, suggesting that public education is needed to raise awareness about drinking and riding.

504 Submission 35, Alexander Elzohdy; Submission 84, Joel Ferguson; Submission 116, name withheld; Submission 117, name withheld; Submission 137, Shire of Augusta Margaret River; Submission 190, name withheld; Submission 200, name withheld; Submission 231, name withheld; Submission 251, Christopher Kinder; Submission 254, name withheld.

505 Biswadev Mitra, Eleanor Heald, Muhuntha Sri-Ganeshan, Eanna Macsuibhne, Elton Edwards and Peter A. Cameron, 'Electric scooter-related trauma, alcohol and other drugs', *Emergency Medicine Australia*, vol. 35, April 2023, p. 355.

Figure 8.1: Percentage of presentations where intoxication is a factor—retrospective studies from Australia and overseas^{506 507 508 509 510}



Under-age riding

- 8.35 In Western Australia it is illegal for a person under the age of 16 years to ride an e-rideable or e-bike. However, the Committee heard that it is commonplace to see children under the age of 16 riding e-scooters and e-bikes in public, and often in an unsafe manner. Observations of dangerous riding by children include riding with more than one person on the device, riding without a helmet and poor understanding of traffic environments.⁵¹¹

506 Holger Kleinertz, Dimitris Ntalos, Fabian Hennes, Jakob V. Nüchtern, Karl-Heinz Frosch and Darius M. Thiesen, 'Accident Mechanisms and Injury Patterns in E-Scooter Users', *Deutsches Ärzteblatt International*, vol. 118, p. 117.

507 G. Mitchell, H. Tsao, T. Randell, J. Marks and P. Mackay, 'Impact of electric scooters to a tertiary emergency department: 8-week review after implementation of a scooter share scheme', *Emergency Medicine Australia*, vol. 31, 2019, pp. 930-934.

508 J. Jamieson, J. Hawkins, C. Collins and A. Mahoney, 'The rise and falls of electronic scooters: a Tasmanian perspective on electronic scooter injuries', *Emergency Medicine Australia*, vol. 35, 2023, pp. 159-161.

509 J. Moran, A. Buck, J. Williams, T. Piatkowski and R. Unnikrishnan, 'Impact on the health service in the Top End, Northern Territory, following the introduction of an electric scooter sharing service', *Emergency Medicine Australia*, vol. 34, 2023, pp. 194-199.

510 Biswadev Mitra, Eleanor Heald, Muhuntha Sri-Ganeshan, Eanna Macsuibhne, Elton Edwards and Peter A. Cameron, 'Electric scooter-related trauma, alcohol and other drugs', *Emergency Medicine Australia*, vol. 35, April 2023, p. 355.

511 Submission 10, Mark Garner; Submission 19, Stephen Healy; Submission 21, Chamberlain; Submission 26, name withheld; Submission 35, Alexander Elzohdy; Submission 51, name withheld; Submission 52, name withheld; Submission 57, Damian Jagoe-Banks; Submission 67, name withheld; Submission 76, Erin Otten; Submission 89, name withheld; Submission 116,

8.36 E-rideable devices are a motorised vehicle and due to their unique nature 'require judgement, maturity and road awareness' to ride safely.⁵¹² Children and young people do not have the necessary cognitive development to be able to safely ride a vehicle on public infrastructure. They lack the motor skills, road awareness and decision-making abilities needed to handle a fast-moving vehicle and they often lack an understanding of road rules. Behaviourally, young people are more likely than adults to make quick decisions without thinking through the consequences of their actions. For young people the consequences of impulsive decisions, distorted risk perception and inexperience on the road can be life-threatening.

The number of e-rideable crashes involving riders under 16 years have doubled each year since 2017, according to Perth Children's Hospital data. Research indicates that children under 16 typically lack the cognitive ability to operate a motor vehicle.

– Gary Newcombe, Commissioner for Consumer Protection

8.37 Since 2022, at least two children in WA are known to have died from head injuries sustained from e-scooter incidents: neither was wearing a helmet, and both were hit by motor vehicles. They were both 13 years old and their stories are incredibly sad.

8.38 The first, Calym Gilbert, died in February 2022 after he was involved in an incident in the early hours of the morning. He sustained catastrophic head injuries, and his family had to make the decision to switch off his life support. There was another teenager on the e-scooter, who also sustained severe head injuries.⁵¹³

8.39 Ava Seculovic, who was also 13, died in March 2024 after being hit by a car while riding her e-scooter across Wanneroo Road in Perth's northern suburbs. She suffered serious head injuries and later passed away. Ava wasn't wearing a helmet at the time of the incident. She had received her scooter as a Christmas present

name withheld; Submission 137 Shire of Augusta Margaret River, Submission 181, name withheld.

512 Brake, *What parents need to know about e-scooters and e-bikes*, undated, accessed 29 October 2025, <[What Parents Need to Know About E-scooters and E-bikes | Brake Driver Awareness](#)>.

513 Ailish Delaney, 'Perth family's heartbreaking safety plea after boy, 13, dies following horror e-scooter crash', *7News* (web-based), 21 February 2022, accessed 5 November 2025, <[Perth family's heartbreaking safety plea after boy, 13, dies following horror e-scooter crash | 7NEWS](#)>.

just a few months before the incident. Her father admits he wasn't fully aware of the legalities around e-scooter use before his daughter's death.⁵¹⁴

8.40 There are similar stories from around Australia. Seemingly many parents are unaware of the legal requirements, safety risks and consequences of misuse of these devices. Parents are buying their children devices such as e-scooters as if they are toys, or like a bicycle. The Road Safety Commission's review of the e-rideable rules in WA note that a common concern raised was regarding children under 16 riding, 'with some parents ... not aware that devices are not toys.'⁵¹⁵

8.41 Educator Stephen Healy submitted his experience as evidence to the inquiry:

From daily observation, I can report the following troubling behaviours among students using e-scooters:

Many students do not appear to understand or follow basic road rules, especially when approaching and crossing intersections. Their inexperience, combined with the speed of e-scooters, significantly increases their risk of harm.

The majority of students leaving school on e-scooters are not wearing helmets, despite this being a legal requirement and a critical safety measure.

It is common to see students riding e-scooters with passengers, which reduces stability and increases the risk of serious injury.

Many students use earphones while riding, which severely limits their ability to hear surrounding traffic and respond to potential hazards in time.

These patterns point to a widespread lack of understanding and enforcement of safe riding practices. As an educator, I am especially concerned about how easily minors are accessing e-scooters without any mandatory training, licensing, or oversight.⁵¹⁶

514 Aleisha Orr, 'Ava got an e-scooter for Xmas. A few months later, she was in a fatal accident', *SBSNews* (web-based), 17 August 2025, accessed 31 October 2025, <[Personal e-scooter accidents are rising. What are the laws? | SBS News](#)>.

515 Road Safety Commission, *Review of the e-rideable Road Rules*, Government of Western Australia, May 2025, p. 23

516 Submission 19, Stephen Healy, p. 1.

8.42 The Committee wrote to several education organisations in WA seeking comment on this emerging issue from a school-based perspective but disappointingly did not receive any response.

8.43 Some inquiry submissions suggested that the legal age for riding an e-rideable be lowered with speed restrictions.⁵¹⁷ Others submitted that only adults should be permitted to use e-rideables.⁵¹⁸

8.44 The 2023 European Transport Safety Council report observed that e-scooters arguably have more in common with the moped category of vehicle than with pedal cycles. In line with this, it states that e-scooter riders should be at least 16 years old, or the age restriction should be aligned with the national age requirement for a moped, whichever is older.⁵¹⁹

8.45 The Road Safety Commission recommends ‘that education and awareness be targeted at school aged children and their parents, to reinforce the message that children under 16 years are not permitted to use these devices’.⁵²⁰

8.46 The Committee recognises that the use of e-bikes, e-scooters and other e-rideables is becoming more popular amongst children and young people under the age of 16. These devices are clearly satisfying a desire amongst this cohort for independence and mobility.

8.47 The Committee sought the views of the WA Commissioner for Children and Young People on the matter, receiving in response the following observations:

Children and young people’s understanding of the rules and safety requirements associated with these vehicles often depends on the guidance provided by parents and carers. However, it is not clear how

Many children and young people value e-rideables, e-bikes, and similar forms of transport as affordable, accessible, and environmentally friendly options that enhance their independence and ability to access essential services and supports, education, recreation, and community facilities.

– Western Australian Commissioner for Children and Young People

517 Submission 60, name withheld, p. 1; Submission 79, name withheld, p. 1.

518 Submission 76, Erin Otto; Submission 110, Pedestrian Council of Australia, p. 3; Submission 190, name withheld, p. 1; Submission 191, name withheld, p. 1; Submission 204, Peter Metropolis, p.1; Submission 218, name withheld, p. 1.

519 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-cooters*, February 2023, pp. 32-33.

520 Road Safety Commission, *Review of the e-rideable Road Rules*, Government of Western Australia, May 2025, p. 30.

consistently this information is communicated or understood in practice. [...]

The Commissioner recommends that usage be permitted subject to clear speed limits, mandatory use of safety equipment, and accessible education on road safety and regulations. Ensuring that safety information is communicated in child-friendly formats would help young people use these vehicles responsibly and safely.⁵²¹

8.48 The Committee acknowledges that due to timing and resourcing limitations, it could not expressly seek the views of this cohort as part of the inquiry process. This is an identified gap in evidence and is noted as a further line of inquiry. The State Government could consider undertaking consultation with people in this age group to better understand the underlying factors influencing their choices. This may assist in devising effective strategies to encourage compliance and safe riding.

Finding 88

Frequent observations of dangerous riding by children and young people include riding with more than one person on the device, riding without a helmet and demonstrating a poor understanding of the traffic environment.

Finding 89

Children and young people have not yet cognitively developed to the level required to safely ride a vehicle on public infrastructure. They lack motor skills, road awareness and the decision-making abilities needed to handle a fast-moving vehicle.

Finding 90

Many parents appear unaware of (or at the worst are disregarding) the age limit for the use of e-rideables. They also seem to be unaware of the increased safety risks associated with children under the age of 16 using e-rideables.

Recommendation 22

That the State Government initiate a consultation process with children and young people to better understand the underlying factors influencing their use of e-rideables and e-bikes. This should be undertaken with a view to implementing effective strategies to encourage compliance and safe riding within this cohort. It should also seek to understand how legislative changes enacted as a result of recommendations made in this report might impact children and young people.

521 Rachel Roy, Executive Manager, Office of the Commissioner for Children and Young People, Email, 7 November 2025.

Anti-social and illegal behaviour

- 8.49 Organised group rides, or 'ride-outs', are becoming a regular occurrence across Perth and appear to be growing in popularity.⁵²² Groups of children and young people are riding e-bikes and e-scooters, frightening and abusing people in public spaces, filming themselves and posting on social media. A recent media article reported 'escalating behaviour' from these ride-outs, involving 'groups of up to 20 children using e-rideables and bikes to travel between suburbs.'⁵²³
- 8.50 These group rides, which can include up to 250 young people, are coordinated using social media platforms. They follow a growing worldwide social media trend encouraging young people to film the rides for 'likes' on social media and are fueled by an emerging subculture linked to social identity and status.⁵²⁴ Organisers of these events claim they are about giving young people something to do.⁵²⁵ However, it has created a 'we can do anything we want to' gang mentality and provides an avenue for this to occur.
- 8.51 An example of this is a recent incident at Optus Stadium, which occurred in December 2024. A police officer was assaulted by a 16-year-old, surrounded by a group of approximately 30 young people.⁵²⁶ The officer was attacked when attempting to confiscate an unlicensed e-motorcycle that had been used illegally on a public road during a 'ride-out'.⁵²⁷ WA Police had received reports of a large group of young people creating a disturbance riding bikes, scooters, e-bikes and

522 Heather McNeill, 'Most e-bikes are illegal and will be crushed: WA top cop's warning to Perth teens', *WAtoday* (web-based), 23 September 2025, accessed 30 October 2025, <[Perth ride-outs: Police warn e-bikes are illegal under WA laws and will be seized and destroyed](#)>.

523 Hannah Murphy, 'Residents fed up as Perth 'ride-outs' continue despite top cop's e-bike threat', *WA Today* (web-based), 3 November 2025, accessed 5 November 2025, <[Residents fed up as Perth ride-outs continue despite e-bike crush threat](#)>.

524 Milad Haghani, 'Mobs, mods, rebellion and risk: What TikTok reveals about a worrying e-bike subculture', *ABC* (web-based), 11 August 2025, accessed 29 October 2025, <[Mobs, mods, rebellion and risk: What TikTok reveals about a worrying e-bike subculture - ABC Religion & Ethics](#)>.

525 Dave Marchese, 'Who's behind the bike rideouts taking over city streets?', *ABC* (web-based), 10 February 2025, accessed 30 October 2025, <[Who's behind the bike rideouts taking over city streets? - triple j](#)>.

526 Cameron Myles, 'Teenager charged after WA Police officer attacked outside Optus Stadium', *WA today* (web-based), 29 December 2024, accessed 27 December 2025, <[Teenager charged after WA Police officer attacked outside Optus Stadium](#)>.

527 Rebecca Le May, 'Teen who attacked policeman in e-rideable fracas at Optus Stadium but blamed cop found guilty', *The West Australian* (web-based), 22 August 2025, accessed 27 November 2025, <[Teen who attacked policeman in e-ridable fracas at Optus Stadium but blamed cop found guilty | The West Australian](#)>.

e-motorcycles through Perth, Northbridge and Burswood.⁵²⁸ The WA Police Union described the group as having a 'mob mentality' claiming they demonstrated 'blatant disregard for safety, laws, and respect for others.'⁵²⁹

- 8.52 WA Police are aware of this anti-social behaviour and are focusing their efforts on these groups.⁵³⁰ As explained more fully in the following section, WA Police do not issue infringements to people under 16 years of age. The option available to police is confiscation of the device if it is not compliant with legal definitions within the classifications. WA Police Commissioner, Col Blanch, reminded the public that non-compliant devices are unregistered motorcycles:

... I think a lot of people purchasing these things think they are legal, and they are e-rideables, but unless they are quite slow ... these are unregistered motorcyclists [the devices] are going to be seized and destroyed every single time, there is no giving them back, they are always heading to the crusher because they are not able to meet the registration requirements of state vehicles.⁵³¹

- 8.53 Potentially, organisers of ride-outs that escalate, or a person who allows a child to do this, could be charged under the *Criminal Law Amendment (Out-of-Control Gatherings) Act 2012*. A conviction carries a penalty of 12-month imprisonment or a \$12,000 fine.
- 8.54 The greater difficulty for police in enforcement, however, is apprehending the participants of ride-outs. The devices ridden are virtually untraceable and their speed, which identifies their illegality, enables riders to be well gone by the time police arrive. Police will be loath to pursue children on devices which are inherently unsafe.⁵³²

528 Cameron Myles, 'Teenager charged after WA Police officer attacked outside Optus Stadium', *WA today* (web-based), 29 December 2024, accessed 27 December 2025, <[Teenager charged after WA Police officer attacked outside Optus Stadium](#)>.

529 WA Police Union, Media Release, 'Assault of a Police Officer at Optus Stadium', 30 December 2024, accessed 27 November 2025, <[Assault of a Police Officer at Optus Stadium - WA Police Union](#)>.

530 Caitlin Vince, 'Bentley mum shares her experience with anti-social teen troublemakers on e-scooters', *Perth Now* (web-based), 9 May 2025, accessed 23 October 2025, <[Bentley mum shares her experience with anti-social teen troublemakers on e-scooters | PerthNow](#)>.

531 Heather McNeill, 'Most e-bikes are illegal and will be crushed: WA top cop's warning to Perth teens', *WAtoday* (web-based), 23 September 2025, accessed 30 October 2025, <[Perth ride-outs: Police warn e-bikes are illegal under WA laws and will be seized and destroyed](#)>.

532 Col Blanch, Commissioner, WA Police, *Transcript of Evidence*, 6 August 2025, p. 13.

Finding 91

'Ride outs' are a recent development involving large groups of children and young people riding (usually non-compliant) e-bikes and e-scooters in Perth suburbs, filming themselves and posting on social media. Ride outs are becoming increasingly antisocial, frightening members of the public.

Finding 92

The only enforcement option open to the WA Police Force in dealing with ride-outs, which typically involve under-age riding and non-compliant devices, is seizure and confiscation of devices.

Enforcement approach taken by WA Police

- 8.55 WA Police initially took an educative approach when it became legal to use e-rideables on public roads and paths. Throughout 2021 and much of 2022, relatively few riders were fined, rather, they were given warnings as people learned the rules.⁵³³
- 8.56 Since late 2022 police have taken a stricter enforcement approach, issuing infringements and impounding and destroying devices that breach legal design definitions or are involved in serious offences.⁵³⁴
- 8.57 WA Police advised the Committee that all e-bikes and e-scooters not complying with the e-rideable definition under the Road Traffic Code are impounded and destroyed if they are on the road in breach of vehicle licensing requirements. In comparison, e-motorcycles seized for the same reason (not appropriately licensed for road use) may be sent to auction under section 80V (2) of the *Road Traffic Act 1974*. WA Police advised that the decision around whether to auction or destroy is based on the legality to use the vehicle as an off-road motorcycle.⁵³⁵
- 8.58 WA Police seized and confiscated three e-scooters in 2021, 30 in 2022, 75 in 2023, and 156 in 2024.⁵³⁶ As Table 6.1 shows, seizures of e-scooters and e-bikes are quickly increasing, while the seizure of e-motorcycles remains steadier. E-scooters are by far the most confiscated device, testament to a lack of import

533 Submission 194, Department of Transport and Major Infrastructure, p. 7.

534 Hon Paul Papalia, Minister for Police; Road Safety, *WA Police target hoons with crackdown on rogue eRiders*, media release, 18 May 2023, <[WA Police target hoons with crackdown on rogue eRiders | Western Australian Government](#)>; Submission 194, Department of Transport and Major Infrastructure, pp. 7-8; Col Blanch, Commissioner, WA Police, *Transcript of Evidence*, 6 August 2025, p. 4.

535 Col Blanch, Commissioner, WA Police, Letter, 10 October 2025.

536 Jessica Page and Oliver Lane, 'Focus on stopping 'souped-up' e-rideables', *The West Australian*, 31 July 2025, p. 9.

controls and a lack of an enforceable obligation for retailers to sell compliant devices.

Table 8.1: Electric vehicle devices subject to seizure and/or confiscation for impoundable offences between January 2022 and 3 August 2025⁵³⁷

	2022	2023	2024	2025 (up to 3 August)	Total
e-scooter	30	76	156	91	353
e-bike	0	0	2	26	28
e-motorcycle	11	21	22	18	72

- 8.59 In their efforts to crack down on people deliberately flouting e-rideable rules, police have conducted targeted enforcement operations, particularly in busy pedestrian areas such as the Perth CBD, the Northbridge entertainment precinct and coastal shared paths.⁵³⁸
- 8.60 There appears to be a general perception amongst the public that that more could be done to enforce road rules for e-rideables. This was a common theme expressed in many of the submissions received by the Committee.⁵³⁹
- 8.61 Some suggest additional resourcing for police to deal with e-rideables and e-bikes. For example, the Australian Lawyers Alliance acknowledged the challenge for police in adding e-rideable law enforcement to the already significant load carried by WA Police. However, it submits that the increase in use of these devices comes with the need for increasing enforcement activities, and the

537 Cameron Long, Senior Executive and Ministerial Office, Office of Commissioner, WA Police, Email, 28 August 2025.

538 Staff Writer, 'Police Launch Crackdown on E-Scooter Offences in Response to Safety Concerns', *WAMN News* (web-based), 5 June 2025, accessed 17 October 2025, <[Police Launch Crackdown on E-Scooter Offences in Response to Safety Concerns – WAMN News Online](#)>.

539 Submission No 17, Darren Kemp; Submission 35, Alexander Elzohdy; Submission 47; City of South Perth Residents Association; Submission 53, Sandi Green; Submission 76, Erin Otto; Submission 85, Keith Ross-Jones; Submission 108, Over 55 Cycling Club Perth; Submission 110, Pedestrian Council of Australia; Submission 115, Timothy Threlfall; Submission 117, name withheld; Submission 119, name withheld; Submission 122, Royal Australasian College of Surgeons; Submission 128, City of Busselton; Submission 131, Novak deJong; Submission 132, name withheld; Submission 142, Clive Rawson; Submission 150, Neuron Mobility Australia; Submission 164, Australasian College of Road Safety; Submission 166, name withheld; Submission 176, Rob Taddeo; Submission 178, Paul Bonniface; Submission 181, name withheld; Submission 200, name withheld; Submission 226, name withheld; Submission 227, name withheld; Submission 230, name withheld; Submission 232, Scott Bensley; Submission 247, name withheld; Submission 264, Sebastian Davenport-Handley; and Submission 269, Nazar Davis. See also Road Safety Commission, *Review of the e-rideable Road Rules*, Government of Western Australia, May 2025, p. 24.

funding and resources necessary for this to occur.⁵⁴⁰ Another submitter suggested the establishment of a dedicated e-rideable enforcement unit.⁵⁴¹

Enforcement challenges

8.62 WA Police advised that there were a number of issues affecting their ability to enforce the e-rideable laws. These were:

- risk involved in attempting to apprehend devices or the people riding them during pursuit
- the lack of ability to identify devices and easily check compliance
- inconsistent drug and alcohol regimes applying to e-rideables
- current WA Police Force policy to refrain from infringing children under 16 years of age.⁵⁴²

Devices are currently unregistered and unidentifiable

8.63 Currently, police are unable to identify devices (or ownership), which is a significant impediment to enforcement. This issue is addressed more fully in Chapter 6 as it relates to wider issues around registration and compliance with technical and design standards. As the WA Police Commissioner told the Committee:

The challenge for us is identifying the individuals who are breaching because of the agile nature of them, the rapidity of them disappearing, and are we increasing public safety risk by trying to catch them on the spot. Our best effort is to have them licenced, have them easily identified or have observations from the sky. That is our enforcement strategy. Having them identified and registered is something that would benefit that strategy.⁵⁴³

8.64 To manage this, police are using air assets, such as drones, to identify speeding devices. Police track the offender to a place where they can be safely apprehended.⁵⁴⁴

540 Submission 118, Australian Lawyers Alliance, p. 17. See also Submission 121, Shire of Esperance, p. 1; Submission 181, name withheld, p. 1.

541 Submission 98, Ken Post, p. 2.

542 Submission 170, WA Police, pp. 2-4; Col Blanch, Commissioner, WA Police, *Transcript of Evidence*, 6 August 2025, p. 13.

543 Col Blanch, Commissioner, WA Police Force, *Transcript of Evidence*, 6 August 2025, p. 13.

544 *Ibid.*, p. 5.

Finding 93

Currently e-bikes and e-rideables are not identified in any way and there is no record of ownership or compliance, which is a challenge for enforcement of the road rules and is hampering efforts to police anti-social and criminal behaviour.

Drink and drug ride laws cannot be consistently applied

- 8.65 It is offence to ride an e-rideable or e-bike under the influence of alcohol and drugs. The current drink and ride laws are creating enforcement issues for WA Police due to there being two different offence and penalty regimes that can be applied to e-rideables: one under the *Road Traffic Act 1974* and the other under the *Road Traffic Code 2000*. This anomaly means that it is up to the police officer to decide which regime to charge someone under an alcohol or drug offence, with substantial disparity in the severity of penalty that can be applied.
- 8.66 Under the *Road Traffic Act 1974* drink and drug driving laws applying to motor vehicle drivers can also be applied to e-rideable users.⁵⁴⁵ Under this Act, e-rideables are defined as motor vehicles, and pursuant to this, police may stop riders and conduct drug and alcohol testing. Offenders may face penalties including driver's licence disqualification. This means a person convicted of drink and/or drug driving on an e-rideable device may continue to use an e-rideable device; however, are legally unable to drive a motor vehicle.⁵⁴⁶
- 8.67 E-bikes, unlike e-rideables, are not subject to motor vehicle laws, but are instead captured under regulation 229 of the *Road Traffic Code 2000*. This makes it an offence to ride a bicycle or e-rideable while under the influence of alcohol and/or drugs to the extent that the rider is incapable of having proper control of the device. The penalty is a \$100 fine. E-rideables are also subject to these provisions, which are different to the provisions described above under the *Road Traffic Act 1974*.⁵⁴⁷
- 8.68 In addition, other powered personal motorised devices, which, like e-rideables, are defined as motor vehicles under the *Road Traffic Act 1974*⁵⁴⁸ are not subject to regulation 229 of the *Road Traffic Code 2000*.⁵⁴⁹

545 Road Safety Commission, Application of drink and drug driving laws, updated 15 July 2025, accessed 16 October 2025, [Drink and drug driving](#).

546 Submission 170, Western Australia Police Force, p. 2.

547 Submission 194, Department of Transport and Major Infrastructure, p. 9.

548 Motorised mobility scooters, motorised wheelchairs, motorcycles and quad bikes, tractors and agriculture vehicles. Section 4, *Road Traffic (Administration) Act 2008*. [Drink and drug driving](#)

549 Submission 194, Department of Transport and Major Infrastructure, p. 9.

- 8.69 The intention at the time of the introduction of e-rideables regulation was for riders to be subject to the same mobile phone and drink and drug driving rules as motor vehicle drivers,⁵⁵⁰ along with the significant penalties for offences.
- 8.70 The WA Police Force and Department of Transport and Major Infrastructure submit that having two penalty regimes for alcohol and drug offences is problematic for law enforcement officers. It also provides an inconsistent message about the potential consequences of riding while intoxicated, suggesting that it is of a lesser consequence than when driving a motor vehicle while intoxicated.⁵⁵¹ As outlined elsewhere in this report, riding under the influence of alcohol or drugs is a serious safety risk and can lead to severe injury or death.
- 8.71 WA Police advised that a proposal has been submitted to the Minister for Road Safety to remove e-rideables from the provisions under the *Road Traffic Code 2000*, allowing them to be treated consistently as a motor vehicle under the *Road Traffic Act 1974*.⁵⁵² The Department of Transport and Major Infrastructure supports this approach.⁵⁵³

Finding 94

There are inconsistent drink and drug driving provisions applying to e-rideables under the current regulatory framework, which is creating issues for law enforcement officers.

Recommendation 23

That the Minister for Road Safety ensure that e-rideables are removed from legislative provisions under the *Road Traffic Code 2000* which apply to riding under the influence of alcohol and drugs, allowing them to be treated consistently as a motor vehicle under the *Road Traffic Act 1974*.

Penalties are not issued for e-rideable offences under 16 years of age

- 8.72 It is illegal for a person under the age of 16 to ride an e-rideable or e-bike with the power assistance engaged. The penalty applicable is a \$50 fine.⁵⁵⁴ However, WA Police, do not issue infringements to persons under 16 years:

550 WA Government, *New e-rideable rules roll in ready for Christmas*, media release, 14 November 2021, [New e-rideable rules roll in ready for Christmas | Western Australian Government](#); and Submission 194, Department of Transport and Major Infrastructure, p. 9.

551 Submission 194, Department of Transport and Major Infrastructure, p. 9.

552 Submission 170, WA Police, p. 2.

553 Submission 194, Department of Transport and Major Infrastructure, p. 9.

554 *Road Traffic Code 2000*, Regulation 228.

The law prohibits us from infringing anyone under 14, and we have taken a policy position that we will extend that to 16 because that is the licensing age of people in vehicles. [...]

We have cautions available to us under the Young Offenders Act. It is pretty much expected of us to caution young people and try to correct them on their path of being young. There is a summons opportunity which puts them into the judicial system if their actions are particularly egregious, but we pretty much avoid that at all costs when it comes to e-rideables.⁵⁵⁵

8.73 The result is that there is no deterrent or penalty applicable for a person under the age of 16 caught riding an e-rideable.⁵⁵⁶

8.74 The Australian Lawyers Alliance in their submission acknowledges the challenge with enforcement activity related to children, where warnings and fines may have very little effect and submits that a greater degree of parental responsibility is required for that cohort:

Consideration should be given to regulatory change to expand situations whereby parents may be liable for any fines issued to a child or charges relating to allowing children to use such devices.⁵⁵⁷

8.75 There doesn't appear to be an offence applicable to a parent or adult who permits a person under the age of 16 years to use an e-rideable or e-bike.

Finding 95

The penalty applicable to underage riders is not acting as a deterrent, and in fact, is not being enforced due to WA Police Force policy. Police officers are prohibited from infringing a person under 14 years old and have adopted a policy position which extends the application of this rule to 16 years of age in line with the age mandated for operating a motor vehicle.

Recommendation 24

That the Minister for Road Safety, as part of the review of current penalties (see Recommendation 26) include provisions which mean that if a person under the age of 16 is apprehended riding an e-rideable or e-bike, liability rests with the registered owner with appropriate penalties prescribed.

555 Col Blanch, Commissioner, WA Police Force, *Transcript of Evidence*, 6 August 2025, p. 13.

556 Submission 170, WA Police, p. 2.

557 Submission 118, Australian Lawyers Alliance, pp. 17-18.

Penalties

- 8.76 Many inquiry submissions advocated for a review of and/or stricter penalties for non-compliance with road rules.⁵⁵⁸ The penalties set for e-rideable offences in WA have been set on a similar level to bicycle offences with penalties generally ranging from a \$50 to \$100 fine. They are significantly lower than the penalties applied for similar offences in other jurisdictions.⁵⁵⁹ The penalties for e-rideable, e-bike and e-motorcycle offences can be found in Appendix Seven.
- 8.77 For penalties to be effective they need to be severe enough to make people adhere to the laws.⁵⁶⁰ Further, the severity of the penalty should reflect the road safety risk associated with the offence.⁵⁶¹
- 8.78 The currently low level of penalties for e-rideable offences sends a message to the community that the risk associated with the offence is not serious. For example, the penalty for not wearing a helmet is a \$50 fine, which is hardly commensurate with the risk, with studies showing that risk of severe injury and even death is reduced by wearing a helmet.
- 8.79 The incidence of non-compliance with e-rideable rules suggests that the penalties are not acting as a sufficient deterrent. The Australian Lawyers Alliance suggests that increasing penalties may encourage increased compliance with the rules.⁵⁶² The Road Safety Commission advised that work on a review of penalties will be progressed following the outcome of this inquiry.⁵⁶³

Finding 96

The penalties for e-rideable offences in Western Australia are commensurate with bicycle offences and range from \$50 to \$100 fines. They are significantly lower than the penalties for similar offences in other jurisdictions.

558 Submission No 85, Keith Ross-Jones; Submission 89, name withheld; Submission 110, Pedestrian Council of Australia; Submission 125, WALGA; Submission 128, City of Busselton; Submission 148, Submission 150, Neuron Mobility Australia, p. 9; Justin Smith; Submission 157, Vision Australia; Submission 161, Peter Kraus; Submission 176, Rob Taddeo; Submission 226, name withheld, Submission 254, name withheld.

559 Submission 156, Road Safety Commission, p. 4.

560 Sakashita, C. Fleiter, J.J, Cliff, D., Flieger, M., Harman, B. & Lilley, M, *A Guide to the Use of Penalties to Improve Road Safety*, 2021, accessed 1 December 2025, <[Guide to the Use of Penalties to Improve Road Safety.pdf](#)>.

561 Tabled Paper No 2690, *Road Traffic Code – Review of penalties 2019*, Parliament WA, undated, tabled 5 September 2019, <[2690.pdf](#)>.

562 Submission 118, Australian Lawyers Alliance, p. 17. See also Submission 156, Road Safety Commission, p. 4; and Submission 150, Neuron Mobility Australia, p. 9.

563 Submission 156, Road Safety Commission, p. 4.

Recommendation 25

That the Minister for Road Safety review and increase current penalties for e-rideable offences to reflect the increase in e-rideable use and the risks associated with non-compliance. Where appropriate, penalties should be aligned with similar offences in other jurisdictions. Under a future regulatory framework these penalties should be aligned with the regulation of all electric mobility devices.

Chapter 9

Public education

Rider skills and community education

- 9.1 Road Safety for all road users relies on awareness of the laws, regulations and risks. Community education therefore is integral to ensuring the safe integration of e-rideables into the transport network.⁵⁶⁴
- 9.2 E-rideables are a new type of vehicle in the transport landscape, unlike any traditional motor vehicles. There are different risks factors at play, and most devices require particular operational skills.
- 9.3 Lack of awareness of the rules around their use is identified as a contributing factor to the unsafe riding practices and non-compliance with the rules seen in the community.⁵⁶⁵ Increasing community awareness of the safety risks around e-scooters is essential to positively influence rider behaviour, as well as pedestrian and motorist interaction.
- 9.4 The Committee received numerous submissions stating that there needs to be an increased effort to educate the public about the rules for e-rideables to address non-compliance and improve rider behaviour.⁵⁶⁶
- 9.5 The Road Safety Commission has implemented a number of education initiatives and advertising campaigns since the introduction of the e-rideables regulations. These include the 'Make every eRide safe'⁵⁶⁷, 'Let's roll together safely', and 'We-Ride-Able'.⁵⁶⁸

564 Road Safety Commission, *Driving Change: Road Safety Strategy for Western Australia 2020-2030*, Government of Western Australia, November 2020, p. 36.

565 Petya Ventsislavova, Thom Baguley, Josceline Antonio, Daniel Byrne, *E-scooters: Still the new kid on the transport block. Assessing e-scooter legislation knowledge and illegal riding behaviour*, Accident Analysis & Prevention, Vol 195, February 2024.

566 Submission 167, City of Stirling, p. 4; Submission 154, Katie Hodson-Thomas, p. 2; Submission 98, Ken Post; Submission 104, Dr Guido Wagner, Submission 108, Over 55 Cycling Club Perth; Submission 120, Ela Angel; Submission 157, Vision Australia, p. 11; Submission 192, Grzegorz Babiszewski; Submission 193, Francis Lynch; Submission 196, Reuben Farr; Submission 229, name withheld; Submission 230 name withheld; Submission 264, Sebastian Davenport-Handley; Submission 268, Julian Richards.

567 Road Safety Commission, [Make every eRide safe](#), 28 February 2024, accessed 11 November 2025, <[eRideables](#)>.

568 Road Safety Commission, *eRideables*, 21 January 2025, accessed 11 November 2025, <[eRideables](#)>.

- 9.6 It is clear, however, that more needs to be done. There is a need for ongoing and widespread education and awareness campaigns to educate the community on e-rideable rules, penalties and safety. This should include education about the potential consequences of risky behaviour, and how motorists and pedestrians can co-ride safely with e-scooters and other devices.⁵⁶⁹
- 9.7 The review of the e-rideable road rules acknowledged that ‘continued and enhanced’ education about road rules is required, along with the promotion of rider courtesy and safe behaviour.⁵⁷⁰

Finding 97

There is a clear and demonstrated need for comprehensive public education on the use of e-rideables, including road rules and safety risks, and including how motorists and pedestrians can interact safely with e-rideables and e-bikes.

High profile e-scooter safety campaign

- 9.8 A proven way to reach a broad audience is through the implementation of a high-profile road safety media campaign, which utilises various media channels including television, radio, social media and school programs.
- 9.9 These campaigns have been shown to be effective in influencing behaviour.⁵⁷¹ Examples of successful campaigns include: drink driving, speed kills and driving tired.
- 9.10 Victoria launched a new road safety campaign in December 2024, targeting the use of e-scooters (Case Study 3). Central to the campaign is a series of videos showing toy characters riding dangerously, ending with images of riders suffering serious injuries. It is targeted at the false notion held by many in the community that e-rideables are like toys rather than dangerous road vehicles.

569 Queensland Family and Child Commission, *Improving safety when young people ride e-scooters and e-bikes*, Queensland Government, June 2025, p. 19.

570 Road Safety Commission, *Review of the e-rideable Road Rules*, Government of Western Australia, May 2025, p. 2.

571 Vital Strategies, ‘The role of mass media campaigns in reducing traffic crashes and how to establish sustainable funding mechanisms for campaigns’, <[The Role of Mass Media Campaigns in Reducing Traffic Crashes and How to Establish Sustainable Funding Mechanisms for Campaigns .pdf](#)>.

Case Study 3 – Victorian e-scooter road safety campaign⁵⁷²

Between December 2024 and January 2025, the Victorian Government launched a new road safety campaign showing the painful and potentially deadly consequences of the dangerous and illegal use of e-scooters.

The campaign followed the introduction of new laws targeting dangerous riding behaviour; and increasing penalties for riding without a helmet and riding on a footpath; and improving safety when young people ride e-scooters and e-bikes carrying a passenger.

Central to the campaign was a series of videos that showcased toy characters riding dangerously and suffering serious injuries. The concept was backed by research that showed many Victorians see e-scooters as toys and fail to understand the painful consequences of not complying with the key laws relating to e-scooter use.

Finding 98

Education initiatives and advertising campaigns on e-rideables delivered to date have not been entirely successful in promoting safe rider behaviour.

Recommendation 26

That the Minister for Road Safety work with other relevant portfolios to roll out a high-profile road safety media campaign on e-rideable road rules, safety risks, and rider courtesy. Visuals should include showing how severe injuries can result when laws are not followed.

Education programs

- 9.11 The provision of education programs and skills training is critical in ensuring safety for all users. This is particularly relevant for young people who lack knowledge and experience of road use and safety. Education needs to be targeted to young people especially, as they are overrepresented in injury data and many children under 16 are riding e-rideables. This was noted in the 2025 review report by the Road Safety Commission:

It is recommended that education and awareness be targeted at school aged children and their parents, to reinforce the message that children under 16 years are not permitted to use these devices.

⁵⁷² Gabrielle Williams MP Minister for Public and Active Transport, Victoria, *New campaign shows e-scooters are not to be toyed with*, media release, 5 December 2024. See also Ricki Green, 'E-scooters not to be toyed with in TAC's latest road safety campaign via Clemenger BBDO', *Campaign Brief*, 5 December 2024, <[E-scooters not to be toyed with in TAC's latest road safety campaign via Clemenger BBDO – Campaign Brief](#)>.

Education for children 16 years and over may also be necessary to teach them (and their parents) the rules, and to encourage courtesy and safer riding behaviour in general.⁵⁷³

- 9.12 The most practical way to target this cohort is through school education programs.

Education programs in schools

- 9.13 The Department of Education offers a range of road safety related education programs to children and young people from early learning through to high school.⁵⁷⁴ External providers such as RAC WA⁵⁷⁵, Constable Care⁵⁷⁶ and PBF Australia⁵⁷⁷ also deliver road safety education.
- 9.14 In 2024, the Road Safety Commission engaged WestCycle to undertake an e-rideable specific education program in schools. WestCycle developed the WeRideAble program for 16- to 18-year-olds, as well as their parents and caregivers.⁵⁷⁸ The program includes a theory component and a practical component, providing an opportunity for the students to learn how to use e-rideables safely and also learn about road safety and road rules that apply.⁵⁷⁹
- 9.15 WestCycle advised that it had delivered the WeRideAble program to around 20 schools and were hoping to expand the program.

... We have received really strong feedback for that, and we think there is a really big opportunity to expand that. The expansion can occur in terms of increased capability for us to deliver it and getting more funding to actually deliver the program, but also we probably need to consider how we can target younger kids as well. In taking scooters into schools, we can only do it with 16 and above. We need to probably have a look at getting it into a lower age group so that people actually understand and get some skills.⁵⁸⁰

573 Road Safety Commission, *Review of the e-rideable Road Rules*, Government of Western Australia, May 2025, p. 30.

574 Department of Education, *Road Safety*, undated, accessed 12 November 2025, <[Road safety - Department of Education](#)>.

575 [comm-ed on-the-roads brochure ebook-2020.pdf](#)

576 [Safety School - Children Road Safety Education Programs Perth WA](#).

577 [WA School Road Safety Presentations - PBF Australia - Spinal Cord Injury Prevention Program](#).

578 Submission 152, WestCycle Inc., p. 6.

579 Tim Burns, Active Transport Officer, WestCycle Inc., *Transcript of Evidence*, 30 July 2025, pp. 4-5.

580 Wayne Bradshaw, Chief Executive Officer, WestCycle Inc., *Transcript of Evidence*, 30 July 2025, p. 4.

- 9.16 The Committee received a submission from a Year 8 student at Shenton College who called for an education program to be provided to high school students:

What I propose to you, that I think you should deeply consider, is to create an online course for Riders before riding on E-Rideables. This should include content on dangers on the road, a quiz on speed limits, how to ride an E-rideable, how to prevent accidents and outlining potential punishments of not obeying the law.

There should also be a government funded program for kids in high schools on how to ride an e-bike or scooter. It should cover similar content as above as well as actually learning to ride the device so that in the future, they won't be oblivious and won't lack knowledge on the topic. So, I urge you to take this idea into high consideration with the goal for safer roads, better health, and educational awareness.⁵⁸¹

Finding 99

The Department of Education facilitates the delivery of road safety education programs to schools; however, this does not include education on the use of e-rideables or e-bikes.

Finding 100

The Road Safety Commission has engaged WestCycle to deliver e-rideable education to schools but has only provided funding for delivery of 20 sessions. This program should be delivered more widely across the education system.

Recommendation 27

That the State Government boost funding for the delivery of e-rideable education across all schools in Western Australia, including continued and expanded delivery of the WeRideAble program.

Education as part of obtaining a driver's licence

- 9.17 The New South Wales Legislative Council parliamentary committee inquiry into the use of e-scooters and e-bikes noted in its report that there were concerns about knowledge of road rules by young people (and food delivery drivers). The Committee recommended that elements relating to e-mobility device use be included in the Driver Knowledge Test and that options be explored for making

581 Submission 120, Ela Angel, p. 2.

this test mandatory for all e-mobility device users over the age of 16 (including food delivery platform riders).⁵⁸²

- 9.18 This idea is supported by the Australian Lawyers Alliance in their submission to this inquiry, to inform motorists how to co-exist with e-rideables—that is that WA incorporates knowledge about e-rideables into the theory test required to obtain a motor vehicle learners permit.⁵⁸³
- 9.19 Education initiatives that help foster positive and safe interactions between all users of the transport network are much needed. The Committee believes it would be of value for such an initiative to be introduced in WA.
- 9.20 In WA the theory test to obtain a motor vehicle learners permit is based on the Drive Safe handbook for WA road users, which is a guide to WA road rules.⁵⁸⁴ The handbook includes a section on cycling but does not include any information about e-rideables.
- 9.21 The Keys4Life is a pre-driver education program delivered at participating schools in WA for students in years 10 to 12. It teaches students about safe driving and prepares them to sit the Learner’s Permit Theory Test.⁵⁸⁵ The aim of the program is to upskill young people with positive road user attitudes and an awareness about how to be responsible, safer drivers.⁵⁸⁶

Recommendation 28

That the State Government incorporate e-rideable and e-bike awareness into school programs such as Keys4Life, the Drive Safe handbook, and the driver’s licence theory test in Western Australia.

Recommendation 29

That the State Government consider implementing a rider skill test as part of any future registration and licencing requirements for electric mobility devices.

582 Portfolio Committee No. 6 – Transport and the Arts, *Report 25: Use of e-scooters, e-bikes and related mobility options*, New South Wales Parliament, 13 February 2025, p. 127.

583 Submission 118, Australian Lawyers Alliance, p. 12.

584 Department of Transport and Major Infrastructure, *Drive Safe*, Government of Western Australia, 11 September 2025, <[DVS_DL_B_DriveSafeFull_o.pdf](#)>.

585 School Drug Education and Road Aware, *Keys4Life*, undated, accessed 27 November 2025, <[Keys4Life](#)>.

586 Department of Transport and Major Infrastructure, *Keys4Life program*, undated, accessed 27 November 2025, <[Keys4Life program | Transport WA](#)>.

Public education on lithium-ion batteries

- 9.22 As outlined in Chapter 4, lithium-ion batteries pose a fire risk, particularly the low-quality batteries typically found in e-scooters purchased online from overseas.
- 9.23 The Department of Fire and Emergency Services submitted that there is a critical need for public education regarding the safe use of e-rideables and the risks associated with lithium-ion batteries. Campaigns should focus on:
- Battery Safety: Proper charging practices, storage, and disposal of batteries.
 - Rider Safety: Wearing helmets, obeying traffic laws, and understanding the mechanics of e-rideables.
 - Consumer Awareness: Purchase and use devices and equipment from reputable manufacturers and suppliers.
 - Certified Repairs: Only have device repairs and battery replacements or upgrades performed by a quality professional.
 - Smoke Alarms: Engage a licensed electrician to install and interconnect smoke or heat alarms where the device is stored.
 - Avoid Direct Sunlight: Never leave in direct sunlight or in parked vehicles.⁵⁸⁷
- 9.24 In Victoria, the communication campaign for e-scooters includes the electrical and fire safety risks of these products. This includes the need to store and charge e-scooters away from points of egress, how to safely dispose of spent batteries, warning signs that a battery is unsafe, and the safe handling and disposal of e-scooters which have been damaged in an incident.⁵⁸⁸

Recommendation 30

That the State Government provide ongoing education including by way of public awareness campaigns on lithium-ion battery safety. This should include

- the importance of buying quality and compliant devices
- undertaking certified repairs
- installing suitable smoke alarms
- avoiding direct sunlight when storing electric powered devices.

587 Submission 165, Department of Fire and Emergency Services, p. 2.

588 Transport Accident Commission, *e-scooter safety*, undated, accessed 12 November 2025, <[e-scooter safety - TAC - Transport Accident Commission](#)>.

Recommendation 31

That the State Government, as part of delivering all recommended education initiatives and training programs, ensure that they are regularly evaluated to measure effectiveness.

Rider training

- 9.25 There is no training requirement to use an e-rideable, in spite of the fact that it is a motorised vehicle. While regulated in a similar way to a bicycle in terms of road rules, the design and manoeuvrability of an e-rideable is very different to that of a bicycle. Operating an e-scooter is different to operating a pedal cycle, which is a more familiar device for many people.⁵⁸⁹
- 9.26 Studies have shown that many of the safety issues around micromobility are related to inexperience, lack of protective gear, and poor riding skills.⁵⁹⁰ There is evidence that a high percentage of e-scooter collisions involve first-time users.⁵⁹¹ Sadly, this was true for Leigh Tagell; as his sister explained, he died riding an e-scooter on the same day he purchased it.⁵⁹²
- 9.27 The European Transport Safety Council noted that an e-scooter rider should be competent to use the e-scooter and understand the rules governing other road vehicles. The Council recommended e-scooter rider training and that consideration should be given to education of all road users in awareness of risk involving e-scooters and other micromobility vehicles.⁵⁹³
- 9.28 The Department of Transport and Major Infrastructure in their submission highlighted that the design of the vehicles relies heavily on rider skill for control and manoeuvrability. Further, the addition of a motorised component requires

E-scooters are a vulnerable vehicle, especially when used amidst other road traffic.

– European Transport Safety Council
(February 2023)

589 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters*, European Transport Safety Council, February 2023, pp. 33-34.

590 Yuting Zhang, John D Nelson, Corinner Mulley, 'Learning from the Evidence: Insights for Regulating E-scooters', *Institute of Transport and Logistics Studies*, Institute of Transport and Logistics Studies, University of Sydney, November 2023, p. 7.

591 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters*, European Transport Safety Council, February 2023, p. 34.

592 Brooke Lane, *Transcript of Evidence*, 15 September 2025, p. 1.

593 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters*, European Transport Safety Council, February 2023, p. 34.

different handling skills compared to human powered scooters and bicycles. The required control and manoeuvrability can be significantly compromised especially at higher speeds or under the influence of alcohol.⁵⁹⁴

Finding 101

There is no training required before using an e-rideable, in spite of the fact that it is a motorised vehicle requiring a unique skillset to operate.

Finding 102

Evidence shows that a high percentage of e-scooter collisions occur during first time use.

Recommendation 32

That the State Government provide publicly available rider training programs for e-rideables, including an online training course on the theory of e-rideable road rules and safety.

Point-of-sale obligations

- 9.29 Providing information at the point of sale has been recommended by stakeholders to improve rule awareness and compliance.⁵⁹⁵ It has been put forward that there is an incorrect assumption from the consumer that if a device can be purchased in a shop, then it must be legal.⁵⁹⁶
- 9.30 The Road Safety Commission advised that it was working with Consumer Protection in WA to look at point of sale information for purchases with a particular focus on parents.⁵⁹⁷
- 9.31 Both Queensland and New South Wales have recognised point of sale information as a valuable opportunity to provide education to customers on the rules, including where the device can be used and safety information.

594 Submission 194, Department of Transport and Major Infrastructure, pp. 3-4.

595 Road Safety Commission, *Review of the e-rideable Road Rules*, Government of Western Australia, May 2025, p. 26.

596 Adrian Warner, Commissioner, Road Safety Commission, *Transcript of Evidence*, 6 August 2025, p. 4.

597 *ibid.*

- 9.32 The Queensland Government's Personal Mobility Device Safety Action Plan includes the action to 'partner with industry to provide educational resources for new users at point of sale.'⁵⁹⁸
- 9.33 The NSW parliamentary committee inquiry into use of e-scooters and e-bikes in its report recognised the role distributors and retailers have in ensuring that customers purchasing their devices are aware of safe use and road compliant devices and recommended that the NSW government mandate retailers to provide necessary advice on safety and legal use of e-mobility devices at the point of sale, including online sales.⁵⁹⁹
- 9.34 A new information standard was introduced in NSW in February 2025 requiring retailers to provide clear and accurate safety information at point of sale for any e-micromobility product that uses a lithium-ion battery.⁶⁰⁰ This includes details about safe use, charging, storage, fire prevention, and disposal of vehicles and their batteries.
- 9.35 More effective controls at point of sale are needed to ensure that compliance with legal definitions and standards is the responsibility of the retailer.
- 9.36 Placing more responsibility on retailers in WA regarding product quality and consumer education is suggested by a range of inquiry stakeholders.⁶⁰¹ Certification of compliance with a standard and the provision of information to the buyer are key recommendations for retailers of personal mobility devices.
- 9.37 As noted elsewhere, personal mobility devices should be required to comply with a standard to ensure quality and safety. Not only should this be enforced at importation, but retailers (both online and physical) should also be required to certify products at the point of sale. Europe provides a good example, where

598 Department of Transport and Main Roads, *Personal Mobility Device Safety Action Plan*, Queensland Government, 2022, p. 6.

599 Portfolio Committee No. 6 – Transport and the Arts, *Report 25: Use of e-scooters, e-bikes and related mobility options*, New South Wales Parliament, 13 February 2025, p. 129.

600 NSW Government, *New information standard for e-micromobility products, 19 February 2025*, accessed 12 November 2025, <[New information standard for e-micromobility products | NSW Government](#)>.

601 Col Blanch, Commissioner, WA Police, *Transcript of Evidence*, 6 August 2025, p. 8 and p. 15; Submission 98, Ken Post; Submission 108, Over 55 Cycling Club Perth; Submission 113, 3KM Technology Ario, p. 5; Submission 149, National Transport Research Association, p. 6; Submission 150, Neuron Mobility Australia, p. 9; Submission 154, Katie Hodson-Thomas, p. 2; Submission 179, Jennifer Scott-Beit; Submission 250, WestCycle Inc., pp. 4-5.

- manufacturers must self-certify the safety of e-scooters and e-bikes prior to sale.⁶⁰²
- 9.38 In addition, retailers should be required to provide information to the buyer which communicates:
- ... legal riding locations, age restrictions, speed limits, and penalties for non-compliance for the consumer's state or territory of residence. This requirement should apply to both physical and online retailers, ensuring all purchasers understand their legal obligations before acquiring an e-scooter.⁶⁰³
- 9.39 Important road safety information could also be provided by retailers. The National Transport Association provides the example of drone purchases where the buyer is given important safety information, 'due to the potential for anyone to purchase a drone without any background in aviation safety.'⁶⁰⁴
- 9.40 The Road Safety Commission advised that they have been working with the Consumer Protection branch of the Department of Local Government, Industry Regulation and Safety to educate retailers on the rules and encourage better point of sale information so that consumers can make an informed choice. There was low engagement from retailers, however, and they noted that further work was needed in this space.⁶⁰⁵
- 9.41 In NSW, consumer protection legislation compels retailers to provide certain information at the point of sale, including a direction to check if the device complies with local road rules. The Road Safety Commission believes that similar mandatory requirements in WA would assist in lowering the rate of non-compliant device usage on public roads and paths.⁶⁰⁶
- 9.42 Mandated point of sale requirements could also provide opportunity to place the onus on the buyer to acknowledge their responsibilities and make legally enforceable undertakings (for example, that they are over 16 and will not allow an underage person to ride the purchased device).

602 The Parliamentary Advisory Council for Transport Safety and European Transport Safety Council, *Recommendations on Safety of E-scooters*, European Transport Safety Council, February 2023, pp. 6-7.

603 WestCycle Inc., *Recommendations for a national regulatory framework for e-scooter*, received 30 October 2025, p. 2.

604 Submission 149, National Transport Research Association, p. 7.

605 Submission 156, Road Safety Commission, p. 8.

606 *ibid.*

- 9.43 Along with compliance labelling as recommended above, of a simple online registration process at the point of sale which captures retailer and buyer details, along with compliance/serial numbers and any other information as required pursuant to regulation.

Finding 103

In Western Australia retailers of e-mobility products are not required to supply information or ensure product compliance at point of sale; and therefore no penalties apply for selling products that are non-compliant with the definition of e-rideable or e-bike.

Finding 104

Regulation of personal mobility devices at the point of sale for those products bought from a retailer in Western Australia could be used to control product quality, enforce compliance, and educate buyers on safety and legal requirements.

Recommendation 33

That the State Government amend consumer protection legislation to mandate certain responsibilities for retailers at the point of sale, including:

- ensure proof of compliance with current standards
- check the buyer is over 16
- provide prescribed information such as warnings about the risks and penalties for modifications.



Mr Peter Rundle MLA
Chair

Appendix One

Committee's functions and powers

The functions of the Committee are to review and report to the Assembly on: –

- a) the outcomes and administration of the departments within the Committee's portfolio responsibilities
- b) annual reports of government departments laid on the Table of the House
- c) the adequacy of legislation and regulations within its jurisdiction
- d) any matters referred to it by the Assembly including a bill, motion, petition, vote or expenditure, other financial matter, report or paper.

At the commencement of each Parliament and as often thereafter as the Speaker considers necessary, the Speaker will determine and table a schedule showing the portfolio responsibilities for each committee. Annual reports of government departments and authorities tabled in the Assembly will stand referred to the relevant committee for any inquiry the committee may make.

Whenever a committee receives or determines for itself fresh or amended terms of reference, the committee will forward them to each standing and select committee of the Assembly and Joint Committee of the Assembly and Council. The Speaker will announce them to the Assembly at the next opportunity and arrange for them to be placed on the notice boards of the Assembly.

Appendix Two

Inquiry process

On 18 June 2025 on motion moved by the Hon. Reece Whitby MLA, Minister for Road Safety, the Legislative Assembly referred an inquiry into the safety, regulation and penalties associated with the use of e-rideables to the Community Development and Justice Standing Committee (the Committee).

The terms of reference for the inquiry as directed by the Legislative Assembly can be found listed at the front of this report.

The Committee called for submissions using social media platforms and one newspaper, with posts or advertisements appearing:

- on the Legislative Assembly's X page on 18 June 2025
- on the Parliament of Western Australia's Facebook page on 18 June 2025
- in *The West Australian* on 28 June 2025
- on Committee members' social media channels.

In addition, the Committee wrote to identified stakeholders inviting them to make a submission addressing the inquiry terms of reference as relevant to the activities of their organisation.

Following a fatality as the result of illegal use of an electric motorbike, the Minister for Road Safety wrote to the Committee requesting that it expand the scope of the inquiry to include e-bikes. The Committee resolved on 30 August 2025 to do this: a media statement was issued, and the Chair held a press conference to answer questions from the media about the expanded inquiry scope.⁶⁰⁷

This was subsequently confirmed by a motion agreed to in the Legislative Assembly, moved by the Minister for Road Safety. The motion clarified that not only were e-bikes to be included in the Committee's investigations, but also that e-dirt bikes were to be expressly considered.⁶⁰⁸

⁶⁰⁷ Peter Rundle MLA, Chair, Community Development and Justice Standing Committee, *Inquiry into the safety, regulation and penalties associated with the use of electric powered personal mobility devices (eRideables): Extension of inquiry scope to include e-Bikes*, Media Release, 30 August 2025.

⁶⁰⁸ Hon. Reece Whitby MLA, Minister for Road Safety, Legislative Assembly, *Hansard*, 13 August 2025, pp. 2173-2175.

Appendix Two

To accommodate additional evidence gathering on e-bikes and e-dirt bikes, the inquiry reporting deadline was extended to 4 December 2025 and the Committee extended its submission deadline accordingly.

The Committee received 270 submissions, including seven closed submissions. A list of submitters can be found at Appendix Three.

In addition to processing this large number of submissions, over a two-month period, the Committee held 13 hearings. Witnesses and organisations attending hearings were identified as being broadly representative of the wide range of inquiry stakeholders. The hearings included a local government forum to obtain the views of representatives from eight local government authorities and WALGA. The Committee received many requests from inquiry stakeholders to give oral evidence; unfortunately, however, the inquiry timeframe did not permit more hearings.

In total, 44 witnesses gave evidence at hearings. The Committee was also privately briefed on two occasions. A list of hearings and briefings can be found at Appendix Four.

Appendix Three

Submissions received

No	Person/Organisation
1	Brooke Lane
2	Dr Sky Croeser
3	Russell Armstrong
4	Ray Sutton
5	CLOSED
6	Michelle McGrath
7	Peter Green
8	Name withheld
9	Name withheld
10	Mark Garner
11	CLOSED
12	CLOSED
13	Name withheld
14	Name withheld
15	Paul Cottrell
16	Name withheld
17	Darren Kemp
18	Toni Courtney
19	Stephen Healy
20	Lynne Bowes
21	Chamberlain
22	John Wallace
23	Louise Thomas
24	Martyn Shipton
25	Ryan Tan
26	Name withheld
27	Warwick Boardman
28	Adrian Hanrahan
29	Name withheld
30	CLOSED
31	Dr Christopher Nichols

Appendix Three

No	Person/Organisation
32	Walton Raberts
33	Electric Sports Racing Association
34	Mark Charman
35	Alexander Elzohdy
36	Max Fitzgibbon
37	Name withheld
38	Stephen Hay
39	Peter Plavina
40	MetroCount Pty Ltd
41	Chloe Fletcher
42	Iain Cameron
43	Donald Cunninghame
44	CLOSED
45	Chloe Fletcher
46	Name withheld
47	City of South Perth Residents Association
48	Nathan Dyke
49	Tom Newman
50	Name withheld
51	Name withheld
52	Name withheld
53	Sandi Green
54	Name withheld
55	Name withheld
56	Name withheld
57	Damian Jagoe-Banks
58	Name withheld
59	B Payne
60	Name withheld
61	Name withheld
62	Name withheld
63	Neal Leggo
64	Suzanne Boniface
65	Peter Lingley
66	Name withheld

Submissions received

No	Person/Organisation
67	Name withheld
68	Ahmad Mostamandi
69	Tom Elliott
70	Robin Sweet
71	Name withheld
72	Bob Harvie
73	Name withheld
74	Name withheld
75	Name withheld
76	Erin Otten
77	Name withheld
78	Peter Sharper
79	Name withheld
80	Ashraf Rezkalla
81	See Sense
82	Name withheld
83	CLOSED
84	Joel Ferguson
85	Keith and Vlasta Ross-Jones
86	Name withheld
87	Emeritus Professor James Trevelyan
88	Peter Newman, Giles Thompson and Marie Verschuer
89	Name withheld
90	Name withheld
91	Name withheld
92	Name withheld
93	CLOSED
94	Peter Storto
95	Bill Hughes
96	Beate Ruuck
97	Thomas Elliott
98	Ken Post
99	Inger Tigert
100	Electric Sports Racing Association
101	Andrew Hood

Appendix Three

No	Person/Organisation
102	Name withheld
103	Name withheld
104	Dr Guido Wager
105	Name withheld
106	Emeritus Professor Mike Daube
107	Danyon O'Brien
108	Over 55 Cycling Club Perth
109	City of Greater Geraldton
110	Pedestrian Council of Australia
111	John Cussons
112	Name withheld
113	3KM Technology Ario
114	Michael Bertrand
115	Timothy Threlfall
116	Name withheld
117	Name withheld
118	Australian Lawyers Alliance
119	Name withheld
120	Ela Angel
121	Shire of Esperance
122	Royal Australasian College of Surgeons
123	Shire of Serpentine Jarrahdale
124	Name withheld
125	Western Australian Local Government Association
126	David Karr
127	Australasian College for Emergency Medicine
128	City of Busselton
129	Zipidi
130	Name withheld
131	Novak deJong
132	Name withheld
133	Name withheld
134	Name withheld
135	eMobility Australia Ltd
136	City of Wanneroo

Submissions received

No	Person/Organisation
137	Shire of Augusta Margaret River
138	Insurance Commission of Western Australia
139	Gary Hawkins
140	Injury Matters
141	University of Queensland Micromobility Research Cluster
142	Clive Rawson
143	RAC WA
144	Richard Buning
145	City of Kalgoorlie-Boulder
146	Lime
147	Name withheld
148	Justin Smith
149	National Transport Research Organisation
150	Neuron Mobility Australia Ptd Ltd
151	Bicycle Industries Australia
152	WestCycle Inc
153	yStop
154	Katie Hodson-Thomas
155	City of Perth
156	Road Safety Commission
157	Vision Australia
158	Australasian Fire and Emergency Service Authorities Council
159	Department of Health
160	Bernard Weir
161	Peter Kraus
162	Main Roads Western Australia
163	Shire of Broome
164	Australasian College of Road Safety
165	Department of Fire and Emergency Services
166	Name withheld
167	City of Stirling
168	City of Vincent
169	Beam Mobility
170	Western Australia Police Force (WA Police)
171	Australian Electric Vehicle Association Western Australia

Appendix Three

No	Person/Organisation
171a	Australian Electric Vehicle Association
172	Australian Medical Association Western Australia
173	Peter Ryan
174	Edwin Holzheimer
175	Name withheld
176	Rob Taddeo
177	Ann Read
178	Paul Boniface
179	Jennifer Scott-Beit
180	Name withheld
181	Name withheld
182	Name withheld
183	Name withheld
184	Gareth Davies
185	Name withheld
186	Name withheld
187	Peter Vaughan
188	Tom Elliott
189	Marie MacNeill
190	Name withheld
191	Name withheld
192	Grzegorz Babiszewski
193	Francis Lynch
194	Department of Transport and Major Infrastructure
195	Silver Wheels Cycle Club
196	Reuben Farr
197	Name withheld
198	Brian Mollan
199	Doug Jones
200	Name withheld
201	Dr Terry Griffiths
202	Zane Richter
203	Greg Woodward
204	Peter Metropolis
205	John Nitschke

Submissions received

No	Person/Organisation
206	Recreational Trailbike Riders Association
207	Motor Trade Association of Western Australia
208	Amanda Hall
209	Engineers Australia
210	Khee Chua
211	Name withheld
212	Name withheld
213	Name withheld
214	David Cope
215	Name withheld
216	Allan O'Grady
217	Andrew Withers
218	Name withheld
219	Name withheld
220	Steven Turner
221	Dora Adeline
222	Maureen Nichols
223	Name withheld
224	Jamie Colquhoun
225	Joel Hodgson
226	Name withheld
227	Name withheld
228	Name withheld
229	Name withheld
230	Name withheld
231	Name withheld
232	Scott Bensley
233	Sherron White
234	Name withheld
235	Sarah Corbyn
236	Name withheld
237	Name withheld
238	Name withheld
239	Hayley Casarotto
240	Maurice Berger

Appendix Three

No	Person/Organisation
241	Alexandra Westera
242	Herman Santoso
243	Name withheld
244	Josh Berry
245	Melissa Stanton
246	Name withheld
247	Name withheld
248	Andrew Toovey
249	Name withheld
250	WestCycle Inc
251	Christopher Kinder
252	Michael Norman
253	Michael Thomas
254	Name withheld
255	Lime
256	Graham Purdie
257	Felicity Nancarrow
258	Hon Dr Brad Pettitt MLC
259	Richard Stellard
260	Richard Stellard
261	Janelle Graham
262	John Pamplin
263	Georgina Ker
264	Sebastian Davenport-Handley
265	Bicycle Industries Australia
266	Jennifer van den Hoek
267	Bernard Weir
268	Julian Richards
269	Nazar Davis
270	Insurance Commission of Western Australia

Appendix Four

Hearings and briefings

Public Hearings			
Date	Witness	Position	Organisation
30 July 2025	Professor Peter Newman	Professor of Sustainability	Curtin University
	Dr Giles Thomson	Senior Researcher	
	Marie Verschuer	Transport Futures and Social Impacts	Bodhi Alliance
	Phillip Verschuer	Micro-mobility enthusiast	
	Krystyna Weston	Chair	eMobility Australia Ltd
	Stephen Coulter	Director	
	Wayne Bradshaw	Chief Executive Officer	WestCycle Inc.
	Tim Burns	Active Transport Officer	
6 August 2025	Professor Stephen Dunjey	State Director of Trauma	State Trauma Service
	Professor Dieter Weber	Head of Service, Trauma Services	
	Col Blanch	Commissioner	Western Australia Police Force
	Paul Simpson	Executive Manager, Road Policing Research and Projects	
	Adrian Warner	Commissioner	Road Safety Commission
	Caoimhe Finn	Director Strategy & Policy	
	Emily Howell	Principal Policy Officer	
13 August 2025	Harold Scruby	Chief Executive Officer	Pedestrian Council of Australia
20 August 2025	Peter Storto	Treasurer	Electric Sports Racing Association
	Tas Ventouras	Chairman	
	Chris Spencer	Vice Chair	
	Chloe Fletcher	Secretary	
10 September 2025	Peter Bourke	General Manager	Bicycle Industries Australia

Appendix Four

Public Hearings			
Date	Witness	Position	Organisation
15 September 2025	Peter Woronzow	Director General and Commissioner of Main Roads Western Australia	Transport and Major Infrastructure
	Iain Cameron	Managing Director Transport	
	Christopher Davers	Director Strategic Programs	
	Charlie Marks	Manager Legislation Services	
	John Erceg	Managing Director	Main Roads Western Australia
	David Moyses	Manager Road Safety	
	Brooke Lane	Individual	
	Sean O'Reilly	President	Recreational Trailbike Riders Association
	Don Martin	State Active Recreation Organisation	
	Andrew George Brien	Chief Executive Officer	City of Kalgoorlie-Boulder
	Ann-Marie Hicks	Director of Advocacy and Strategy	
	Jerry Clune	Mayor	City of Greater Geraldton
	Alison Xamon	Mayor	City of Vincent
	Luke McGuirk	Manager Engineering	
	Trevor Ayers	Manager Economic Development and Property	City of Busselton
	Jarrod Kennedy	Elected member	
	Mark Irwin	Mayor	City of Stirling
	Stevan Rodic	Chief Executive Officer	
	Aaron Ahtong	Manager Environmental Health, Emergency and Rangers	Shire of Broome
	Michelle Reynolds	Chief Executive Officer	City of Perth
Maria Cooke	General Manager Planning and Sustainability		
Karen Chappel	President	Western Australian Local Government Association	
Nick Sloan	Chief Executive Officer		

Hearings and briefings

Private Briefings			
Date	Witness	Position	Organisation
22 October 2025	Iain Cameron	Managing Director, Transport	Department of Transport and Major Infrastructure
	Charlie Marks	Manager, Legislation Services	
	Kym Coolhaas	Policy Advisor to the Minister Assisting the Minister for Transport	
	Carolyn Monaghan	Senior Policy Adviser, Road Safety, Office of the Minister for Road Safety	
19 November 2025	Jim McDonald MP	Member for Lockyer (Chair)	State Development, Infrastructure and Works Committee (Queensland)
	Jonty Bush MP	Member for Cooper (Deputy Chair)	
	Terry James MP	Member for Mulgrave	
	David Kempton MP	Member for Cook	
	Shane King MP	Member for Kurwongbah	
	Bart Mellish MP	Member for Aspley	
	Stephanie Galbraith	Secretary	

Appendix Five

Definitions for e-rideables, e-bikes and e-motorcycles

E-rideables

The use of e-rideables is governed by state legislation such as the *Road Traffic Act 1974*, *Road Traffic Code 2000*, *Road Traffic (Authorisation to Drive) Act 2008* and *Road Traffic (Authorisation to Drive) Regulations 2014*.⁶⁰⁹

An electric rideable device (e-rideable) must:

- have at least one wheel
- have an electric motor or motors
- be fitted with an effective stopping system controlled by the use of brakes, gears or motor control
- be designed to be used by one person only
- be no more than 125cm long, 70cm wide and 135cm high
- have an unladen mass of no more than 25kg
- have a speed limit of 25km/h on level ground.⁶¹⁰

'For-hire' e-scooters are permitted to be heavier (up to 35 kg) and longer (1300mm) to accommodate additional features.

The e-rideables classification includes e-scooters, e-skateboards, hoverboards, e-skates, and e-unicycles.

Not included (and regulated separately) are low-powered motorised scooters (maximum power 200 watts and speed-limited to 10 km/h), motorised wheelchairs, mobility scooters, e-bikes, power assisted pedal cycles and electric personal transporters (such as Segways).⁶¹¹

609 Government of Western Australia: Department of Transport, *Walking, wheeling, riding: Frequently asked questions*, 23 May 2025, accessed 23 June 2025, <[Frequently asked questions | Transport WA](#)>.

610 *Road Traffic Code 2000*, Western Australia, r. 3A.

611 *Road Traffic Code 2000*, Western Australia, r. 3A (3).

E-bikes

Power assisted pedal cycles (e-bikes) are included in the definition of 'bicycle' in regulation 3 of the *Road Traffic Code 2000* which provides that:

bicycle means a vehicle with 2 or more wheels that is built to be propelled by human power through a belt, chain or gears (whether or not it has an auxiliary motor) and —

- (a) includes a pedicab, penny-farthing, tricycle and power assisted pedal cycle; but
- (b) does not include a wheelchair, wheeled recreational device, wheeled toy, any vehicle (other than a power assisted pedal cycle) with an auxiliary motor capable of generating a power output over 200 watts (regardless of whether the motor is operating), or an electric rideable device; [...]

Section 4 of the *Road Traffic Administration Act 2008* defines *power assisted pedal cycle* as a vehicle that is:

- (a) designed to be propelled through a mechanism operated solely by human power; and
- (b) to which is attached one or more auxiliary propulsion motors having a combined maximum output not exceeding the amount of power prescribed for the purposes of this definition; [...]

Regulation 4 of the *Road Traffic (Administration) Regulations 2014* prescribes the amount of power for the purposes of the above definition:

pedalec means a vehicle that meets the standard of the European Committee for Standardization entitled EN 15194:2009 or EN 15194:2009+A1:2011 Cycles — Electrically power assisted cycles — EPAC Bicycles.

- (2) For the definition of power assisted pedal cycle in section 4, the amount of power is —
 - (a) for a Pedalec — 250 W; and
 - (b) for any other kind of power assisted pedal cycle — 200 W.

E-motorcycles

Electric dirt bikes (and other electric powered motorcycles) are included in the definition of a motorcycle found in Regulation 3 of the *Road Traffic Code 2000*. A motor cycle is a motor vehicle that has 2 wheels and includes —

- (a) a 2-wheeled motor vehicle with a sidecar attached to it that is supported by a third wheel; and
- (b) a motor vehicle with 3 wheels that is ridden in the same way as a motor vehicle with 2 wheels,

but does not include any trailer.

Appendix Six

Road rules for e-bikes, e-rideables and e-motorcycles

Provision	e-rideable	e-bicycle	e-motorcycle
Power	There is no restriction on power output for e-rideables.	For a Pedelec the maximum power permitted is 250 W. For any other kind of power assisted pedal cycle the maximum power permitted is 200W. Pedelec means a vehicle that meets the standard of the European Committee for Standardization entitled EN 15194:2009 or EN 15194:2009+A1:2011 Cycles — Electrically power assisted cycles — EPAC Bicycles.	Motorcycles are classified by their power output: - R-N class - A moped, which is equipped with a propelling engine that does not exceed 50 cc in capacity. It is not powered by a piston engine. R-E class - LAMS approved, has a power-to-weight ratio up to 150 kilowatts per tonne and a maximum engine capacity up to 660cc or is powered by an electric powered engine with a power output up to 25kW. R class – also known as an unrestricted motorcycle licence, a motorcycle with an engine capacity exceeding 660cc or a power to weight ratio exceeding 150kW per tonne.
Speed limit	10km/hr speed limit on footpaths and pedestrian crossings. 25km/h speed limit on bicycle paths, shared paths and local roads, where safe.	10 km/h on footpaths. 25 km/h on shared paths and local roads with speed limits of 50 km/h or less.	Designated speed limits of the road. Mopeds - 50 km/h.
Licence required?	No	No	Yes to ride on roads: Moped – RN class licence or C class driver's licence RE Class licence R class licence (minimum 2 years riding RE class before eligible) There is no licence requirement for off-road use.

Provision	e-rideable	e-bicycle	e-motorcycle
Registration required?	No	No	Yes for on road use. The motorcycle must comply to required standard as set out in the <i>Road Traffic (Vehicles) Regulations 2014</i> . A trail bike can be road registered to ride on any open public road providing the vehicle meets the appropriate design standards. There is no registration required for use on private land. A permit is required to access designated off-road vehicle areas, referred to as off-road vehicle (ORV) registration.
Areas where use is permitted	On private land, with the owner's consent. Footpaths, bicycle paths and shared paths. Roads where there are no dividing lines AND the speed limit is 50 km/h or less > Bicycle lanes (on roads with a speed limit of 50km/h or less).	On private land, with the owner's consent. On the road no less than 2m behind a vehicle. On footpaths unless otherwise signed (pedestrians have right of way).	On private land, with the owner's consent. On road. On designated ORV areas if ORV registered.
Areas where use is not permitted	Roads with a dividing line. Roads where the speed limit is more than 50km/h. Paths marked 'no wheeled devices'. Paths or roads where a 'no bicycle' sign or marking applies. Pedestrian malls.	Freeways. Pedestrian malls.	Footpaths, bicycle paths and council managed lands, reserves and parks. ORV registered only: cannot access public roads, footpaths, bicycle paths and council managed lands, reserves and parks.

Road rules for e-bikes, e-rideables and e-motorcycles

Provision	e-rideable	e-bicycle	e-motorcycle
Minimum age to ride	16 years and over.	16 years or older to use an e-bicycle with the power assistance engaged.	16 years and over for mopeds. 17 years and over for motorcycles. No age limit for private land use. Eight years and over in a permitted ORV area.
Helmet use	Helmets must be worn when riding an e-rideable - this can be any approved bicycle, skateboard or motorcycle helmet, compliant with legal standards.	Must wear an approved helmet.	Must wear an approved standard helmet for motorcyclists and their pillion passenger.
Road rules that apply	E-rideable users share the same rights and responsibilities as drivers and must obey the road rules. All road laws that apply to vehicles apply to e-rideables as well unless expressly excluded.	E-bicycle users share the same rights and responsibilities as drivers and must obey the road rules. All road laws that apply to bicycles apply to e-bicycles as well unless expressly excluded.	In addition to the general road rules and regulations, riders must also comply with specific motorcycle rules and regulations.
Number of riders per device	One person per device, no passengers or animals are permitted.	One person per device unless the bike is specifically designed to carry a passenger.	One pillion passenger (seated behind the rider) at a time permitted, must be at least eight years old.
Mobile phone use	Mobile phones must not be held or touched while riding, even when stopped in traffic or at traffic lights. Phones can be mounted or attached to the arm of the rider.	Mobile phones must not be held or touched while riding, including when stopped in traffic or at traffic lights. Phones can be mounted or attached to the arm of the rider.	Mobile phones must not be held or touched while riding, including when stopped in traffic or at traffic lights. Phones can be mounted or attached to the arm of the rider.
Alcohol and other drugs	Riding under the influence of alcohol and drugs is prohibited.	Riding under the influence of alcohol and drugs is prohibited.	Riding under the influence of alcohol and drugs is prohibited.
Bell/warning device	A bell or similar warning device is required but are exempted if the design of the e-rideable makes it impractical for a warning device to be fitted.	Bell is required.	Horn is required.

Appendix Six

Provision	e-rideable	e-bicycle	e-motorcycle
Lights and reflectors	Mandatory for riding at night or in any weather conditions that reduce visibility.	Mandatory for riding at night or in any weather conditions that reduce visibility.	Mandatory to have a red taillight, brake light, rear reflector and a light to illuminate the rear numberplate.

Appendix Seven

Penalties for e-rideable, e-bike and e-motorcycle offences

E-motorcycle offence ⁶¹²	Infringement
Failing to sit astride the seat, facing forwards	\$100 and 3 demerit points
Failing to ride with at least one hand on the handlebars	\$100 and 3 demerit points
Failing to keep both feet on footrests designed for the driver	\$100 and 3 demerit points
Riding on a road with more than one passenger	\$100
Riding a motorcycle with a passenger younger than 8 years of age (unless that passenger is in a sidecar)	\$100
Riding with more passengers than a sidecar or seat is designed to carry	\$100 and 3 demerit points
Riding on a road with a passenger seated unsafely.	\$100 and 3 demerit points
Riding in a sidecar seated unsafely.	\$100
Riding with an animal between the rider and the handlebars.	\$100 and 1 demerit point
Failing to follow lane filtering rules	\$100 and 2 demerit points
Failing to wear a helmet on an ORV registered e-motorcycle	\$5000 fine (s. 9C <i>Control of Vehicles (Off-road Areas) Act 1978</i>)

E-bike offence ⁶¹³	Infringement
Not wearing a helmet	\$50
Failing to have at least one effective brake and working warning device	\$100
Failing to have correct lighting	\$100
Failing to ride only two abreast with up to 1.5m between riders	\$50
Riding less than 2m behind a vehicle	\$100
Passing on the left of a vehicle that is turning left	\$100
Non-compliant e-bike	\$500 e-bike may be seized and destroyed

612 Road Safety Commission, *Motorcyclists: Offences and Penalties*, last updated 25 March 2022, accessed 2 October 2025, <[Motorcyclists: Offences and Penalties](#)>.

613 Road Safety Commission, *Cyclists*, last updated 22 August 2024, accessed 2 October 2025, <[Cyclists](#)>.

Appendix Seven

E-rideable offence⁶¹⁴	Infringement
Failing to wear helmet	\$50
Exceeding the speed limit of 25km/h on a carriageway, bicycle path or shared path	\$100
Exceeding the speed limit of 10km/h on a footpath	\$100
A child under 16 years of age riding an e-rideable	\$50
Unlawfully using of visual display unit while riding	\$300
Unlawfully using a mobile phone while riding	\$500-\$1000
Carrying a passenger or animal	\$50
Riding recklessly or while impaired by drugs/alcohol	\$100
Riding on a carriageway with a speed limit exceeding 50km/h	\$100
Riding on a carriageway with a speed limit exceeding 70km/h	\$500
Riding on a carriageway with a dividing line or median strip	\$100
Riding on a one-way carriageway with more than one marked lane	\$100
Failing to have working warning device (unless device design makes this impractical)	\$100
Failing to have correct lighting and reflectors during darkness/hazardous weather	\$100
Failing to ride with at least one hand on the handlebars (if fitted)	\$50
On a path, riding alongside another e-rideable or bicycle (unless overtaking); <ul style="list-style-type: none"> • failing to keep left • failing to give way to pedestrians • riding on a section to which a “no bicycles” sign or road marking applies. 	\$50
On a children’s crossing, marked foot crossing or pedestrian crossing, failing to: <ul style="list-style-type: none"> • enter the crossing from the path connected to it • travel 10km/h or less • keep to the left • give way to pedestrians. 	\$50
Allowing device to be attached to, or drawn by, another vehicle	\$100
Riding on a section of a carriageway to which a “no wheeled devices” sign or “no bicycles” sign or road marking applies.	\$50
Riding less than 2 metres behind a vehicle	\$100
Passing on the left of a vehicle that is turning left	\$100
Riding a device with sharp protrusions	\$100
Riding alongside two or more e-rideables on a single carriageway (unless overtaking)	\$50

614 Road Safety Commission, *e-rideable offences and penalties*, last updated 13 February 2024, accessed 2 October 2025, <[e-rideable offences and penalties](#)>.

Appendix Eight

Australian jurisdictional comparison of road rules

Interjurisdictional comparison of road rules as at 17 July 2025

This table compares rules around weight, dimension, speed and location.

	Footpaths		Shared Paths		Bike Paths		Roads		Bike Lanes		
	10km/h	12km/h	15km/h	12km/h	20km/h	25km/h	Separated or bike-only	Local road	Any road ≤ 60km/h	Any road ≤ 50km/h	Separated bike lane, any road
Max Speed	10km/h	12km/h	15km/h	12km/h	20km/h	25km/h	25km/h	25km/h	20km/h	25km/h	25km/h
WA 25kg 1350mm (h) 1250mm (l) 700mm (w)	✓				✓	✓	✓	✓	✗	✓	✗
Qld 60 kg 1350mm (h) 1250mm or 700mm (l) 700mm or 1250mm (w)	✓	✓					✓	✓	✗	✓	✓
ACT 60kg 1350mm (h) 1250mm (l) 700mm (w)			✓			✓	✓	✗	✗	✗	✗
TAS 45kg 1350mm (h) 1250mm (l) 700mm (w)			✓			✓	✓	✓	✗	✗	✗
VIC 45kg	✗	✗			✓		✓	✓	✓	✓	✗
SA* 45kg 1250mm (h) 1350mm (l) 700mm (w)	✓			✗	✗	✗	✓	✓	✓	✓	✓
NSW				✗	✗	✗	✗	✗	✗	✗	✗
NT											
National mode 25kg or 60kg 1350mm (h) 1250mm or 700mm (l) 700mm or 1250mm (w)											✓ eScooters only
In May 2025, the NSW Government supported several recommendations from the 'Inquiry into the use of eScooters, eBikes and related mobility options' report that advocate for eScooters ('hire and private') to be treated as a legitimate form of transport in NSW.											
Permitted on this infrastructure but no speed limit specified.											

▲	Device cannot be capable of travelling faster than 25km/h	+	Minimum age 16 years.
●	Rules apply to both eRideables and EPTs.	★	Minimum age 12 years if supervised by an adult, 16 if no supervision.
		◆	Minimum age 12 years. Under 12 can ride with adult supervision

Appendix Nine

Local businesses offering hire of e-bikes and e-scooters

This Appendix lists businesses located in Western Australia that hire out e-scooters and e-bikes as part of their business model.

Pedal & Flipper

On Rottnest Island, Pedal & Flipper have e-bikes and e-scooters available for hire for adults aged 18 years and over. E-bikes are available for \$80 per day and e-scooters are available for \$76 per day, each with a \$200 deposit. The price list reminds customers that helmets are required in Western Australia.⁶¹⁵

Wedgetail Bikes

Wedgetail Bikes is one of WA's largest electric bike rental stores. Based in Subiaco, Wedgetail Bikes hires both e-bikes and Swift e-scooters, with the option to have them delivered once ordered. There are different plans available, with e-bikes and e-scooters costing \$100 per week on the short-term plans. Payment options include the ability to buy the e-bike or e-scooter after renting it.

The Swift e-scooters are advertised as being 'fully app-controlled with remote locking, making them safer and easier to manage than traditional bike hires'.⁶¹⁶ The website also provides advice on taking Wedgetail e-bikes and e-scooters to Rottnest Island.

Only street legal e-bikes and e-scooters speed-limited at 25km/hr are available for hire. Customers will incur a penalty fee of \$100 taken from the bond if any settings are altered, and their agreement will be terminated.

Velocity Rides

Velocity Rides is a mobile bike rental business which supplies e-bikes and e-scooters as well as road and gravel bikes for hire in Perth. Both products have a maximum speed of 25 km/hr and must be ridden with a helmet. E-bikes are available for \$70 for one day and e-scooters are available for \$110 for one day. The minimum age to hire an e-bike is 16, and the minimum age for an e-scooter

⁶¹⁵ Rottnest Island Authority, *Pedal & Flipper Hire*, n.d., accessed 20 October 2025, <[Rottnest Island Pedal and Flipper Hire](#)>.

⁶¹⁶ Wedgetail Bikes, *Wedgetail Bikes*, n.d., accessed 20 October 2025, <[WEDGETAIL Bikes](#)>.

is 14. Customers on an e-scooter between the ages of 14 to 16 cannot ride faster than 10km/hr and must be at least 120cm tall.⁶¹⁷

Since the introduction of shared e-scooters in the Perth CBD, Velocity Rides only takes group bookings of three or more e-scooters for a one-day rental. One- or two-day rentals are charged for a minimum of two days. E-scooters are not available for hire in the off-season autumn and winter months.

Perth Rentals Hire and All-Set Rentals

Both of these businesses, based in Bayswater, provide a range of goods to be rented, including white goods, entertainment electronics, furniture, and mobility equipment. They currently have e-bikes and e-scooters for hire for a minimum of 36 months at \$44-\$92 per month. There does not appear to be any safety or legal information or restrictions on hiring these products noted on their websites.⁶¹⁸

The eBike Specialist

The eBike Specialist has stores in the CBD and in Fremantle that sell and hire out e-bikes. Prices vary but most e-bikes can be rented for \$60 per single day hire. The CBD store also has e-scooters available for hire, however there is less safety and legal information available on their website.⁶¹⁹

Due to the risk of theft, e-bikes are not allowed to be rented overnight, and if e-bikes are stolen during the day, the customer is liable to pay approximately \$2,000 for the replacement.

Their website includes information about riding in designated off-road areas and the riding on private property, setting out the rules for each.⁶²⁰

About Bike Hire

About Bike Hire is based in East Perth and provides bikes, kayaks, e-bikes, and e-scooters for hire. E-bikes cost \$68 per day and e-scooters cost \$58 per day, and both can only be hired by customers aged 16 years and over.⁶²¹

617 VeloCity Rides, *e-Scooter Rentals*, 2025, accessed 20 October 2025, <[VeloCity Rides | Products » e-Scooter Rentals](#)>.

618 Perth Rentals Hire, *E-Bikes / E-Scooters*, 2025, accessed 20 October 2025, <[perthrentalshire.com.au/perth/mobility-hire/e-bikes-e-scooters-hire/](#)>; All-Set Rentals, *E-Bikes / E-Scooters*, n.d., accessed 21 October 2025, <[E-Bikes / E-Scooters | All Set Rentals](#)>.

619 The eBike Specialist, *eScooter Hire in Perth*, 2024, accessed 20 October 2025, <[eScooter Hire in Perth - The eBike Specialist - eBikes Fremantle](#)>.

620 The eBike Specialist, *FAQ's*, 2024, accessed 20 October 2025, <[FAQ's - The eBike Specialist - eBikes Fremantle](#)>.

621 About Bike Hire, *Prices*, n.d., accessed 20 October 2025, <[Prices + About Bike Hire](#)>.

RideOnE

RideOnE provides e-bike hire at various pick up and drop off locations around Perth. Prices vary from \$39 to \$129 per day and specify the types of terrain and areas of Perth best suited and whether they are ferry compatible to go to Rottnest Island.

E-bikes cannot be hired without visual confirmation that the customer has a helmet, whether their own or hired from RideOnE. Their website specifies that 'all legal e-bikes will add power to your pedal stroke up to 25km/h' and continued acceleration can be achieved with 'leg power'.⁶²²

The Bike Kiosk

The Bike Kiosk is Mandurah's only e-bike and e-scooter hire business. It also provides e-bikes on Christmas Island. Models and prices vary. Both products are only hired to customers aged 16 years and over, although if they are not accompanied by an adult, they must be 18 years old. Both e-bikes and e-scooters rented to customers are limited to 25km/hr, and 10km/hr for the mini kids e-scooters. Each hire begins with a safety briefing where staff ensure customers can ride the products before they leave, starting in 'beginner mode', limited at 6km/hr.⁶²³

Fremantle Bikes

Fremantle Bikes provides bikes and e-bikes for hire, with e-bikes available from approximately \$60 per day. Their website provides information and advice on taking bikes to Rottnest Island and which bikes are ferry compatible.

Eazy Bikes Australia

Eazy Bikes Australia is based in Midvale and sells e-bikes and e-scooters; however, only e-bikes are available for hire. E-bike rentals are available to customers aged 18 years and over from \$28 per week.

The business website notes that in Australia, electric bikes must have a motor output of no more than 250W and require pedal assistance, stating that 'an e-

622 RideOnE, *Perth E-Bike Hire*, n.d., accessed 20 October 2025, <[E-Bike and Kayak hire Perth and Rottnest](#)>.

623 The Bike Kiosk, *Come ride with us*, 2024, accessed 21 October 2025, <[Home | The Bike Kiosk](#)>.

bike with a motor power over 250W or one that doesn't cut off at 25 km/h is illegal.⁶²⁴

Ocean Cycles

Ocean Cycles is a bicycle and e-bike rental business in Fremantle. It provides e-bikes for hire for approximately \$80 per day. Their website provides a guide for using e-bikes safely and efficiently.⁶²⁵

Tiller Rides

Tiller Rides is an e-bike manufacturer based in Fremantle. It provides its 'Rottneest Roadster' e-bikes for hire with touring Rottneest Island in mind. The e-bike is available for \$89 per day.⁶²⁶

Busselton Electric Bike Hire

This business is located inside Revolution E-Bikes in Busselton and provides e-bikes for hire for \$115 per day. Their website informs customers that they must be 16 years old to hire and ride an e-bike and that they only go up to 25km/hr.⁶²⁷

Albany Bicycle Hire

Albany Bicycle Hire provides e-bikes for hire for \$100 per day. Their website informs customers that helmets are compulsory in WA but there is no information on age restrictions.⁶²⁸

Revolutions Geraldton

This bike shop provides a small selection of e-bikes for hire in Geraldton. Limited information is available regarding its hire services.⁶²⁹

624 Eazy Bikes Australia, *Electric Bike Hire Perth*, 2025, accessed 21 October 2025, <[Electric Bike Hire Perth - Electric Bike Rental - EazyBikesAustralia](#)>.

625 Ocean Cycles, *Welcome to Ocean Cycles*, n.d., accessed 21 October 2025, <[ocean_cycles | Discover and Ride Today!](#)>.

626 Tiller Rides, *Hire or Test Ride*, 2025, accessed 21 October 2025, <[Tiller Rides](#)>.

627 Busselton Electric Bike Hire, *Popular e-bikes*, 2025, accessed 21 October 2025, <[Busselton Electric Bike Hire](#)>.

628 Albany Bicycle Hire, *Children & Adult Bikes*, n.d., accessed 21 October 2025, <[Albany Bicycle Hire](#)>.

629 Revolutions Geraldton, *Hire*, 2025, accessed 21 October 2025, <[Revolutions – Bikes Geraldton](#)>.

Broome Cycles

Broome Cycles sells bikes, e-bikes, and parts, services and repairs, and provides e-bikes and e-scooters for hire.⁶³⁰

Sunrise e-Scooter Hire

Sunrise e-Scooter Hire operates out of Sunrise Car Hire in Broome. It provides one type of e-scooter with a top speed of 25km/hr.⁶³¹

Life Cycle Bikes

Life Cycle Bikes is based in Margaret River and sells and hires out bikes and e-bikes. The e-bike for hire is \$125 per day.⁶³²

The Hairy Marron

The Hairy Marron is a bike shop, bike hire, and café business based in Margaret River. It provides mountain bikes and mountain e-bikes for hire. The e-bikes can be hired from \$125 per day.⁶³³

Burnside Bikes

Burnside Bikes delivers and collects bikes and e-bikes for hire in Margaret River and Busselton. There is limited information on the website.⁶³⁴

Bike Shed

The Bike Shed in Dunsborough provides sales, repairs, and hire services for bikes and e-bikes. E-bikes are available for hire for \$90 per day.⁶³⁵

Kalbarri Electric Bike Hire

This business provides only e-bikes for hire in Kalbarri. Customers must be over 18 years old and prices start from \$60 per day.⁶³⁶

630 Broome Cycles, *Hire*, 2025, accessed 21 October 2025, <[BroomeCycles](#)>.

631 Sunrise e-Scooter Hire, *Our e-Scooters*, 2022, accessed 21 October 2025, <[Sunrise E-Scooter Hire](#)>.

632 Life Cycle Bikes, *Bike Hire*, 2025, accessed 21 October 2025, <[Bike Hire - Life Cycle Bikes](#)>.

633 The Hairy Marron, *Margaret River Mountain Bike Hire*, 2024, accessed 21 October 2025, <[Bike Hire – The Hairy Marron](#)>.

634 Burnside Bikes, *Premium Bike Rentals Delivered*, n.d., accessed 21 October 2025, <[Burnside Bikes - Bike Hire Margaret River - Margaret River Tours](#)>.

635 Bike Shed, *Bike Hire*, 2025, accessed 21 October 2025, <[Bike Hire at Bike Shed Dunsborough](#)>.

636 Kalbarri Electric Bike Hire, *Hire Prices*, 2019, accessed 21 October 2025, <[E-bike hire | The Murchison Experi](#)>.

Swan Bike Perth

Swan Bike Perth is a small e-bike rental service run by Bykko. It has two docking stations in Perth, one in Fremantle, and one in Joondalup, with payment options such as pay-as-you-go for 67c per minute or \$25 per hour prepaid.

Sparque

Sparque operates out of West Perth and is slightly different from others in that it sells and leases e-bikes for 4-year terms as part of salary packaging through customers' employers.⁶³⁷

The FAQs page explains the difference between an e-bike, pedelec and pedal-assisted electric bicycle, noting that e-bike describes a broad category of bicycle equipped with an electronic motor. It notes they can be either pedal-assisted or throttle-operated, clarifying that only pedal-assisted e-bikes are legal in Australia in line with European standard EN15194.⁶³⁸

637 Sparque Ebike Experts, *Your Ebike Journey Starts Here*, n.d., accessed 21 November 2025, <[Sparque ebikes | Buy, Lease or Subscribe](#)>.

638 Sparque Ebike Experts, *General Queries*, n.d., accessed 21 November 2025, <[FAQs Archive - Sparque](#)>.



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