

Safety, regulation and penalties associated with the use of eRideables

Submission to the Community Development and
Justice Standing Committee, Parliament of
Western Australia

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Who we are

The **Australian Lawyers Alliance (ALA)** is a national association of lawyers, academics and other professionals dedicated to protecting and promoting access to justice and equality before the law for all individuals.

Our members and staff advocate for reforms to legislation, regulations and statutory schemes to achieve fair outcomes for those who have been injured, abused or discriminated against, as well as for those seeking to appeal administrative decisions.

The ALA is represented in every state and territory in Australia. We estimate that our 1,500 members represent up to 200,000 people each year across Australia.

Our head office is located on the land of the Gadigal people of the Eora Nation. As a national organisation, the ALA acknowledges the Traditional Owners and Custodians of the lands on which our members and staff work as the First Peoples of this country.

More information about the ALA is available on our website.¹

¹ www.lawyersalliance.com.au.

Introduction

1. The ALA welcomes the opportunity to have input to the Parliament of Western Australia's Community Development and Justice Standing Committee ('Committee') on the safety, regulation and penalties associated with the use of eRideables.
2. We support parliamentary examination of the use of eRideables – known more widely as 'e-mobility devices'. The ALA was involved in 2024 in the Parliament of NSW's inquiry into the use of e-scooters, e-bikes and related mobility options through a written submission and providing evidence to the Portfolio Committee No. 6 - Transport and the Arts at the inquiry's public hearing.² The ALA has also made a written submission to Queensland Parliament's ongoing inquiry into e-mobility safety and use in Queensland.³
3. The ALA acknowledges that eRideables – including eScooters – are popular among a broad cross-section of WA residents and visitors to WA, and can be a useful low-cost transport alternative in local communities.
4. However, it must be acknowledged that these powerful and heavy devices are sharing road infrastructure across WA with pedestrians, motor vehicles and other mobility devices. As such, eRideables ought to be treated by the WA Government, the relevant government agencies and WA's law enforcement authorities as motorised vehicles, which can (and do) cause significant injury and damage to riders, other members of the general public and to property.
5. There has been a tragic loss of lives in WA in connection with eRideables – including the death of Thanh Phan who was struck and killed by an eScooter in Perth in May 2025, and whose death prompted the Parliament of WA to launch this inquiry.⁴ As recently as this month, a 35-year-old was killed when his eScooter and a truck collided in Bibra Lake.⁵

² Australian Lawyers Alliance, *Use of e-scooters, e-bikes and related mobility options* (Submission: 15 August 2024; Public hearing testimony: 30 October 2024) <www.lawyersalliance.com.au/Web/Submissions-Content/2024/240815SubNSW.aspx>.

³ Australian Lawyers Alliance, *E-mobility safety and use in Queensland* (Submission: 17 June 2025) <www.lawyersalliance.com.au/Web/Submissions-Content/2025/250617SubQld.aspx>.

⁴ Jessica Rendall, 'WA launches parliamentary inquiry into e-scooters following death of Thanh Phan in Perth's CBD', *ABC News* (online, 14 June 2025) <www.abc.net.au/news/2025-06-14/escooters-ebikes-wa-parliamentary-inquiry/105416892>.

⁵ Caitlin Vinci, 'Bibra Lake crash: Police launch investigation into horror collision that killed e-scooter rider', *PerthNow* (online, 8 July 2025) <www.perthnow.com.au/news/disaster-and-emergency/bibra-lake-crash-police-launch-investigation-into-horror-collision-that-killed-e-scooter-rider-c-19291636>.

6. The use of eRideables e-mobility devices has grown exponentially in WA and across Australia, will continue to grow, and appears to be a form of transport that will be here to stay. The ALA, therefore, supports and encourages the WA Government to reformulate its legislative and regulatory approach, balancing the utility of these devices with the safety of the users as well as the broader community. Protections are needed to ensure that anyone injured by an eRideable or e-mobility device can receive treatment and fair compensation for their injuries.
7. The ALA welcomes this inquiry and the Committee's close examination of the safety, regulation, insurance and enforcement options for e-mobility devices. The ALA would not support a total ban on e-mobility devices in WA.
8. The ALA's submission will address the following matters:
 - a. The current legislative and regulatory landscape regarding eRideables;
 - b. Data collection, safety issues and compliance problems;
 - c. Opportunities to educate the public about the safe and responsible use of eRideables and e-mobility devices generally;
 - d. Insurance considerations; and
 - e. Penalties and enforcement options.

Current legislative and regulatory landscape

9. The current legislative and regulatory framework governing eRideables in WA defines an eRideable as:⁶

an electric rideable device that:

- has at least one wheel
- is designed for one person
- doesn't go faster than 25km/h on level ground
- weighs 25kg or less
- is no more than 125cm long, 70cm wide and 135cm high.

⁶ *Road Traffic Code 2000 (WA) r 3A*; Road Safety Commission, Government of Western Australia, *eRideables* (Web Page, 21 January 2025) <www.wa.gov.au/organisation/road-safety-commission/erideables>.

10. Examples offered by the Road Safety Commission include eScooters, eSkateboards, hoverboards, eSkates, and eUnicycles.⁷
11. E-mobility devices which do not fit the definition of an eRideable are not allowed to be ridden on WA's roads and paths.⁸
12. Since eRideables are classified as vehicles under WA law, all road rules relevant to those driving vehicles also apply to the riders of eRideables.⁹ For infringing on those road rules, eRideables users face a range of fines – including \$50 for failing to wear a helmet, \$100 for exceeding the speed limit of 25 kilometres per hour on a bicycle path, \$100 for exceeding the speed limit of 10 kilometres per hour on a footpath, and \$100 for riding “recklessly or while impaired by drugs/alcohol”.¹⁰

The distinction between eRideables and other e-mobility devices

13. The ALA notes the distinction in WA between eRideables – eScooters, eSkateboards, hoverboards, eSkates, and eUnicycles – and other e-mobility devices:¹¹

Motorised wheelchairs, mobility scooters, eBikes or power assisted pedal cycles, and electric personal transporters (such as Segways) are also not eRideables, and are governed by their own rules under the *Road Traffic Code 2000*.

14. The ALA is concerned that this distinction:
 - a. is arbitrary in terms of the impact of eRideables and e-mobility devices – that is, e-mobility devices (for example, eBikes) can cause and have caused death and serious injuries just as eRideables (especially eScooters) can and have;

⁷ Ibid.

⁸ Road Safety Commission, Government of Western Australia, *eRideable definitions and buying guide* (Web Page, 30 August 2024) <www.wa.gov.au/organisation/road-safety-commission/erideable-definitions-and-buying-guide>.

⁹ Road Safety Commission, Government of Western Australia, *eRideable offences and penalties* (Web Page 13 February 2024) <www.wa.gov.au/organisation/road-safety-commission/erideable-offences-and-penalties>.

¹⁰ Ibid.

¹¹ Road Safety Commission, Government of Western Australia, *eRideable definitions and buying guide* (Web Page, 30 August 2024) <www.wa.gov.au/organisation/road-safety-commission/erideable-definitions-and-buying-guide>.

- b. may be unhelpful for the public understanding the rules that apply to devices such as eScooters as compared to devices such as eBikes; and
 - c. does not reflect the reality is that large and powerful e-mobility devices like eBikes are being purchased and ridden in public in WA, albeit illegally.¹²
15. **The ALA urges the Committee to consider the appropriateness of the current definition of eRideables in WA’s laws and regulations, as well as how e-mobility devices in generally – including eScooters and eBikes – are classified in WA’s laws and regulations.**
16. We would support 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.

Data collection, safety issues and compliance problems

17. The ALA has been unable to find substantial, centralised and official government or law enforcement data as to the incidence of injuries and fatalities in WA from accidents involving eRideables. We note that neither the Road Safety Commission’s data set nor Main Roads Western Australia’s data set seem to contain a central repository of data to adequately identify the volume of crashes involving such devices.
18. We note that incidents on WA roads involving eRideables have usually been included in official data as a subset of pedestrian crash data.¹³ **The ALA considers that eRideables data should be reported as part of motor vehicle data and also noted separately to understand eRideables trends.**
19. From the limited data available, it is clear that hospital presentations related to eRideables accidents are consistently increasing and that there is a concerning lack of compliance with the laws that apply to eRideables in WA:

¹² Road Safety Commission, Government of Western Australia, *Western Australian Road Fatalities and Serious Injuries 2024* (Report, 27 June 2025) 1 <www.wa.gov.au/system/files/2025-06/2024_ksi_report_document.pdf>.

¹³ Ibid 19.

- a. Royal Perth Hospital reported 62 eScooter patient admissions in 2022 and there were 19 patient admissions related to eScooter injuries in the first two months of 2023 alone.¹⁴
- b. In 2023, St John WA was called to 449 eScooter incidents, a rise of more than 60 per cent from the previous year.¹⁵
- c. Between April 2023 and April 2024, 190 patients presented to the Broome Regional Hospital having sustained eScooter injuries – the median age of patients was 26 years, with 53 per cent reporting being intoxicated while riding their eScooter and 75 per cent reporting not wearing a helmet.¹⁶
- d. Research conducted by Dr Kyle Raubenheimer revealed a 300 per cent increase in eScooter injuries since 2017 in WA, as well as that a majority (55 per cent) of riders injured while riding an eScooter had not been wearing helmets and that over one-third of injured riders had been under the influence of drugs or alcohol.¹⁷
- e. There were 133 safety-related incidents during the City of Perth’s two-year eScooter hire program trial, which started in March 2023.¹⁸ The ALA notes that, despite opposition from medical professionals, the City of Perth has voted to continue that eScooter hire program.¹⁹

¹⁴ ‘Serious e-scooter crashes on the rise in WA, as new mode of transport explodes in popularity’, *ABC News* (online, 25 March 2023) <www.abc.net.au/news/2023-03-25/warning-of-exponential-rise-in-e-scooter-crashes/102145078>.

¹⁵ Liam Murphy, ‘City of Perth votes to continue e-scooter scheme despite calls for deferral ahead of medical report’, *Perth Now* (online, 30 April 2025) <www.perthnow.com.au/wa/perth/city-of-perth-votes-to-continue-e-scooter-scheme-despite-calls-for-deferral-ahead-of-medical-report-c-18530182>.

¹⁶ Joshua Briotti et al, ‘A 12-month retrospective cohort study investigating the incidence and short-term outcomes of e-scooter injuries in regional Western Australia’ (2024) 94(11) *National Library of Medicine* <<https://pubmed.ncbi.nlm.nih.gov/39148406>>.

¹⁷ ‘Serious e-scooter crashes on the rise in WA, as new mode of transport explodes in popularity’, *ABC News* (online, 25 March 2023) <www.abc.net.au/news/2023-03-25/warning-of-exponential-rise-in-e-scooter-crashes/102145078>.

¹⁸ Liam Murphy, ‘City of Perth votes to continue e-scooter scheme despite calls for deferral ahead of medical report’, *Perth Now* (online, 30 April 2025) <www.perthnow.com.au/wa/perth/city-of-perth-votes-to-continue-e-scooter-scheme-despite-calls-for-deferral-ahead-of-medical-report-c-18530182>.

¹⁹ *Ibid.*

- f. The WA Government’s Road Safety Commission has reported on “a concerning lack of compliance with the existing rules, particularly speeding, not wearing a helmet and not giving way to pedestrians”.²⁰
- g. Medical professionals in WA report that the injuries sustained by patients in connection with eRideables range from serious to severe, many with long-term consequences – including head trauma, broken bones, and damage to internal organs.²¹

20. The ALA supports the Road Safety Commission’s recommendations that – in consultation with stakeholders – an eRideable Safety Action Plan should be developed for WA, and that further research should be conducted in WA to monitor trends about the use of eRideables and accidents involving eRideables.²²

21. The ALA submits that what is clear on the available research and data is that the growth of eRideables and similar e-mobility devices has most certainly led to an increase in hospital presentations, injuries and, unfortunately, fatalities. ALA members are concerned by those reports of deaths and serious injuries from eRideables and similar e-mobility devices in WA.

22. Much like safety concerns with motor vehicles, we are seeing very similar behaviours and causative factors with eRideables and e-mobility devices. As far as it is possible to tell, behavioural elements and non-compliance with existing laws – including speeding, riding while under the influence of alcohol and/or drugs, and not wearing a helmet – are significant.

23. Unfortunately, not having a central repository data set identifying any reported accidents involving eRideables and e-mobility devices generally, including those leading to hospitalisations, makes it difficult to really identify the true extent of the safety issues.

²⁰ Road Safety Commission, Government of Western Australia, *Review of the eRideable Road Rules* (Report, May 2025) 1 <www.wa.gov.au/system/files/2025-05/rsc433_erideable_report_may_2025.pdf>.

²¹ ‘Serious e-scooter crashes on the rise in WA, as new mode of transport explodes in popularity’, *ABC News* (online, 25 March 2023) <www.abc.net.au/news/2023-03-25/warning-of-exponential-rise-in-e-scooter-crashes/102145078>.

²² Road Safety Commission, Government of Western Australia, *Review of the eRideable Road Rules* (Report, May 2025) 2 <www.wa.gov.au/system/files/2025-05/rsc433_erideable_report_may_2025.pdf>.

24. **The ALA contends that the WA Government should ensure that the Road Safety Commission and/or the Department of Transport and Main Roads collect and publish relevant eRideables and e-mobility device data – including identifying the different types of devices involved in accidents, the demographic details of those injured, the demographic details of those responsible for the incidents, likely causative factors of those incidents, and the locations of those incidents.**
25. Relatedly, the ALA refers the Committee to a resource produced by the ALA which compiles data, incidents, legislation, regulations and insurance requirements from all jurisdictions across Australia with regards to e-mobility devices, especially eScooters.²³
26. Education and the public's compliance with existing laws will both be discussed further in the remainder of our submission.

Education opportunities

27. WA has implemented many road safety campaigns about the safe and responsible use of motor vehicles.²⁴ These have led to behavioural changes and changes in community expectations of road users.
28. **The ALA would welcome the development of a coherent, overarching public education strategy between the WA Government and local councils regarding the safe and responsible use of eRideables and e-mobility devices generally.**

Educating children and their parents

29. The ALA is not aware of any in-school education programs about eRideables and similar e-mobility devices.

²³ Australian Lawyers Alliance, *E-scooters* (July 2025) <www.lawyersalliance.com.au/Web/Advocacy/Papers/e-scooters.aspx>.

²⁴ See, egs, Road Safety Commission, Government of Western Australia, *Campaigns* (Web Page, 25 February 2025) <www.wa.gov.au/organisation/road-safety-commission/campaigns>.

30. We note that the WA Government’s Road Safety Commission has recently recommended “targeted education/awareness for school aged children and their parents about buying eRideables, the rules, rider courtesy and safe riding behaviour”.²⁵

31. The ALA would support the development of a school program to educate WA’s students about how to safely ride eRideables and e-mobility devices, as well as the development of resources for parental education and communication strategies with their children about the safe use of eRideables and related e-mobility devices.

Public education as part of obtaining a driver’s licence

32. In WA, aspiring drivers must pass a Computerised Theory Test (CTT) to obtain a motor vehicle learner's permit licence.²⁶ The CTT assesses a person’s understanding of WA’s road rules based on *Drive Safe: A handbook for Western Australian road users*. One must also complete a certain number of hours of road driving, sit a Hazard Perception Test, pass the Practical Driving Assessment, and display L-plates or P-plates until granted a full licence.

33. Yet for eRideables, which can travel on roads and footpaths with pedestrians and other vehicles at up to 25 kilometres per hour (legally) and speeds well in excess of this (illegally), WA does not require those riders to have any licencing or registration requirements.

34. We refer the Committee to the recommendation about amending the NSW driver knowledge test from last year’s NSW parliamentary inquiry on the use of e-scooters, e-bikes and related mobility options.²⁷

35. The ALA supports amendment of WA’s drivers licence requirements to include adding questions relating to eRideables and similar e-mobility devices to the testing.

²⁵ Road Safety Commission, Government of Western Australia, *Review of the eRideable Road Rules* (Report, May 2025) 2 <www.wa.gov.au/system/files/2025-05/rsc433_erideable_report_may_2025.pdf>.

²⁶ Department of Transport and Major Infrastructure, Government of Western Australia, *Car licence* (Web Page, 3 June 2025) <www.transport.wa.gov.au/licensing/drivers-licence/get-a-licence/car>.

²⁷ Portfolio Committee No. 6 - Transport and the Arts, Legislative Council, Parliament of NSW, *Report 25 - Use of e-scooters, e-bikes and related mobility options* (February 2025) 127, Recommendation 28.

Broader public education

36. The ALA notes and welcomes that the WA Government (through the Road Safety Commission) has run campaigns through both traditional media and social media platforms about the safe use of eRideables, including the mandatory safety requirements that apply to eRideables.²⁸ We note that last year's NSW parliamentary inquiry recommended social media campaigns as a means of public education and the safe use of e-mobility devices, especially campaigns targeted at young people in NSW.²⁹
37. **As such, the ALA encourages the Committee to seek assessments from the WA Government and/or from the Road Safety Commission about the success of WA's public education campaigns about eRideables. Those assessments should include whether the campaigns have reached and influenced young people in WA.**
38. If the campaigns rolled out so far have not successfully reached young people (especially through the social media platforms used by that demographic cohort – that is, TikTok and Instagram) or have not been successful in improving the safe use of eRideables by young people, then **the ALA would support the WA Government developing further public education campaigns through social media, with input from young people, about the safe and responsible use of eRideables and e-mobility devices generally in WA.**
39. Additionally, we note that the NSW parliamentary inquiry also made a recommendation for food delivery platforms to provide their food delivery riders with mandatory ongoing safety training regarding e-mobility devices, with compliance enforced through regular audits and penalties.³⁰ **The ALA supports a similar approach for WA regarding requiring employers/business owners whose business model relies on workers using eRideables and e-mobility devices for completing their work to educate their workers about safe eRideable/e-mobility device use.**

²⁸ See, egs, Road Safety Commission, Government of Western Australia, *Let's roll together, safely - WA Bike Month* (Web Page, 2 October 2024) <www.wa.gov.au/organisation/road-safety-commission/lets-roll-together-safely-wa-bike-month>; Road Safety Commission, Government of Western Australia, *Make every eRide safe* (Web Page, 28 February 2024) <www.wa.gov.au/organisation/road-safety-commission/make-every-eride-safe>.

²⁹ Portfolio Committee No. 6 - Transport and the Arts, Legislative Council, Parliament of NSW, *Report 25 - Use of e-scooters, e-bikes and related mobility options* (February 2025) 127, Recommendation 26.

³⁰ *Ibid*, Recommendation 27.

Insurance considerations

40. It is an unfortunate reality that much of the public is unaware of the legal and financial implications of accidents involving eRideables and similar e-mobility devices, including the substantial inconsistencies and gaps in insurance coverage.
41. Incidents involving eRideables and similar e-mobility devices can lead to riders being injured, others being injured, and property damage. Many who use an eRideable or another e-mobility device in WA are probably unaware that they put the entirety of their assets (including their home) on the line if they cause injury to someone else while using that e-mobility device. They are further at risk of bankruptcy if they do not have the assets to pay for a claim made against them. **Users of eRideables and all e-mobility devices need insurance cover to avoid being sued personally.**
42. Similarly, those who are run down by an eRideable or related e-mobility device could suffer serious injury and yet be left to meet their own lost wages and medical bills. **No one should be in the position of losing their own home or being unable to meet their living expenses after being the innocent victim of the negligent use of an eRideable or a similar e-mobility device by an impecunious, uninsured eRideable/e-mobility device operator.**
43. The ALA notes that there is a difference between private and publicly hired devices.
44. Compulsory Third Party (CTP) insurance does not presently cover private or publicly-hired eRideables/e-mobility devices. CTP provides insurance coverage where an at-fault driver causes personal injury to others.
45. Private eRideables/e-mobility devices owners may well have some insurance coverage under their home and contents policy – though many do not, as it is not compulsory in WA to have such cover. Alternatively, individuals can seek to obtain personal accident insurance, private health insurance, or public liability insurance. However, each of these has their own limitations and many simply do not have any coverage whatsoever.
46. This leads to a very precarious situation for both riders and road users who are injured or whose property is damaged.
47. If the rider of a private eRideable/e-mobility device does not hold any insurance coverage, the risks include:

- a. The rider becoming personally liable for the financial costs of injury or property damage.
- b. Where the rider is a child, the practical reality is that there is simply no way to recover the financial costs of injury or property damage.
- c. Even where the rider is an adult, in most instances they would not have the financial capacity to meet any costs associated with an injury or property damage they cause.
- d. People injured in such instances are, therefore, left to the public health system to bear such treatment costs or to use their private health insurance coverage – if they are lucky enough to have private health insurance. Even through the public health system or through private health insurance coverage, those injured are often left with out-of-pocket expenses for treatment and rehabilitation.
- e. Further, those injured potentially lose income from being unable to work, which could lead to spiralling financial consequences.
- f. For those suffering property damage, they may have no recourse whatsoever, and will therefore personally incur the financial costs of repair to or replacement of their property.

48. Hire eScooter operators in WA (such as Beam Mobility and Neuron Mobility, who are part of the City of Perth’s eScooter program) do offer some insurance coverage, but it is significantly restricted. Such insurance policies include:

- a. A maximum limit of indemnity in annual aggregate terms. Beam Mobility Australia’s Third Party policy, for example, contains a maximum limit of \$2,500,000 in annual aggregate terms in Australia.³¹ Given the volume of hospitalisations in WA, the ALA submits that this liability limit is significantly restrictive.
- b. The policies generally do not provide coverage to anyone under the age of 16.

³¹ HDI Global SE, *Certificate of Currency Rider Third Party Liability* (Policy holder: Beam Mobility Australia Pty Ltd) 4 <www.ridebeam.com/rider-insurance>.

- c. Policies can be voided where the rider is failing to ride in accordance with any local laws. If the rider causes injury to someone else, there is therefore no coverage, which is to be contrasted to CTP insurance.

49. The ALA believes that one of the most fundamental reforms that can be undertaken by the WA Government is around insurance coverage for both private and publicly-hired eRideables and similar e-mobility devices. This includes eRideable/e-mobility device owners having and eRideable/e-mobility device providers having/offering:

- a. **Compulsory and comprehensive CTP insurance which mirrors the existing CTP scheme in place for registered vehicles.**
- b. **Compulsory and comprehensive property damage insurance.**

50. There would need to be additional stakeholder engagement and investigation into how such compulsory insurance can be implemented both for privately-owned devices and for public devices for hire.

51. Compulsory insurance for public devices for hire is perhaps the easier issue, as it can simply be mandated that any operator wishing to provide such a service obtains a group CTP policy through WA's existing CTP scheme (if available) or each device is registered individually by the operator with a registration number plate like motor vehicles.

52. For private devices, the ALA acknowledges that there are some important hurdles that will need to be overcome, including:

- a. How the insurance is actually obtained:
 - i. For new devices, there could well be a requirement for the retailer to arrange at least the initial coverage at the point of sale, much like in the purchase of a motor vehicle. This will not be without some challenge.
 - ii. For second-hand private sales, alternatives will need to be considered.
- b. The identification of the relevant device and its insurer. For motor vehicles, registration plates are currently required. Further consideration will be needed in relation to e-mobility devices.

- c. Actuarial data will be needed to identify the adequate premium rates. Although, this should not be an insurmountable challenge given the highly developed actuarial skills already in existence in WA's CTP scheme.

Penalties and enforcement options

53. Earlier this year, the Road Safety Commission recommended a review of the penalties for eRideable offences contained within the *Road Traffic Code 2000* (WA).³² This recommendation was informed by the Road Safety Commission's finding that:³³

The penalties for non-compliance with personal mobility device rules in other jurisdictions are generally much higher than the corresponding penalties in Western Australia. For example, in Queensland, Australian Capital Territory and Tasmania, not wearing a helmet carries an infringement penalty approximately three times higher than Western Australia's \$50 penalty, with Victoria's penalty over four times greater.

54. **The ALA supports the Road Safety Commission's recommendation regarding a review of the penalties for eRideable offences, as it is unclear whether the current penalties for eRideables-related offences are sufficient or acting as effective deterrents to unsafe behaviour.**
55. **Additionally, we also support the Road Safety Commission's recommendation that "[f]urther action is needed to encourage compliance with the rules, including increased enforcement".**³⁴ The ALA acknowledges that one of the greatest challenges for eRideables regulation relates to enforcement, and the significant load already on law enforcement authorities in WA. Nevertheless, the increase in use of these devices comes with the need for increasing enforcement activities – plus the funding and resources necessary for this to occur.
56. A challenge with enforcement activity relates to children, where warnings and fines may have very little effect. The ALA considers that, for such cohort of eRideables users, a greater degree of parental responsibility is required for that cohort of eRideables or motorised scooter users. **Consideration should be given to regulatory change to expand situations whereby parents**

³² Road Safety Commission, Government of Western Australia, *Review of the eRideable Road Rules* (Report, May 2025) 2 <www.wa.gov.au/system/files/2025-05/rsc433_erideable_report_may_2025.pdf>.

³³ Ibid 9.

³⁴ Ibid 2.

may be liable for any fines issued to a child or charges relating to allowing children to use such devices.

57. Further, consideration should be given to expanding police powers to confiscate eRideables, including (but not limited to) eRideables owned or ridden by serious offenders or repeat offenders.

Conclusion

58. The Australian Lawyers Alliance (ALA) welcomes the opportunity to have input to the Community Development and Justice Standing Committee on the safety, regulation and penalties associated with the use of eRideables.

59. The ALA is available to provide further assistance to the Committee on the issues raised in this submission.



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