

Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026

Submission No: 1427

Submission By: Ashgrove/The Gap Men's Shed



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Mr Jim McDonald Chair,
State Development, Infrastructure and Works Committee
Queensland Parliament
Cnr of George and Alice Streets, Brisbane QLD 4000

6 April 2026

Dear Mr McDonald

I have pleasure in sharing our submission to the committee reviewing the **Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026**.

Introduction

The Ashgrove The Gap Men's Shed Inc. (ATGMS) is a community-based, non-profit, non-commercial organization that is accessible to all men and whose primary activity is the provision of a safe and friendly environment where men are able to work on meaningful projects at their own pace in their own time in the company of other men. A major objective is to advance the well-being and health of their male members.

The ATGMS includes as one of its activities a bike group which enables members and cycle friends, using both regular and e-bikes, to get together for a bicycle ride with a refreshment stop along the way. It is a great outlet to improve both their physical and mental health. Many of these cyclists are seniors and if not for the use of e-bikes would not otherwise be able to undertake this activity.

We support much of the legislation, particularly those regarding illegal high-powered, non-compliant devices described as illegal motorbikes being used dangerously in public areas and often mistaken for e-bikes. These devices are a genuine problem and require stronger enforcement of current laws that already exist to deal with non-compliant bikes and the issue of teens and illegal behaviour.

However, the Bill has gone far beyond just targeting these non-compliant devices to include quite draconian measures that impact riders of compliant e-bikes. A compliant EN15194 e-bike is no more dangerous than a normal bicycle, and often safer for older riders. In terms of regulation, the Bill does not sufficiently distinguish between these two very different categories of device.

Furthermore, Queensland's Department of Transport and Main Roads maintains that e-bikes which strictly comply with the EN15194 standard (Electric Power Assisted Bicycles - EPAC) are safe, legal, and considered equivalent to traditional bicycles.

Riders of compliant EN15194 e-bikes are not the problem, but they risk having their simple and perfectly innocent enjoyment of cycling disrupted by excessive regulation due to the misconduct of others.

Good public policy is about finding consensus that delivers safety outcomes without unintended consequences for vulnerable people.

Our submission focuses on three key areas of concern for the ATGMS community and social riders in general.

1. The 10 kph speed limit on footpaths and shared paths
2. The Licence Requirement for Riding an E bike or PMD
3. The Impacts of Mandating Immediate Compliance with EN 15194:2017+A1:2023

1. The 10 km/h Speed Limit on Footpaths and Shared Paths

The Explanatory Notes state that the Bill provides a consistent 10 km/h speed limit for all e-mobility devices on footpaths and shared paths.

Regarding shared paths this would be unworkable and unsafe. There is an extensive network of shared paths throughout Brisbane (and Queensland) that are utilised as safe corridors designed for cycling at normal cycling speeds. These shared paths have been built for cyclists and pedestrians to enjoy. The ATGMS Cycling group extensively use shared paths along Enoggera Creek, Kedron Brook, Victoria Park and more. These are extensive shared paths used by many riders for recreation, commuting to work, and so on.

A 10 km/h limit would:

- Make it difficult for riders to maintain balance due to insufficient momentum and stability.
- Increase fatigue and risk of falls. (In a recent test conducted by ecoTekk Sunshine Coast with 9 riders aged ~35 years, riding 12 km at the proscribed 10 kph, two riders suffered a fall.)
- Turn a 40km social ride with breaks from a 3-hour ride into a rather boring 5-6 hour ride
- Disproportionately harm older riders and riders with disabilities who rely on e-assist to maintain momentum
- Make it impossible for riders to enjoy social rides with fellow cyclists on normal unpowered bicycles that can legally do 35km/h on a shared path
- Force riders onto dangerous roads through sheer frustration, which in turn increases congestion on roads. Many cyclists don't want to be on the roads, competing against bigger, heavier and faster vehicles. Many cyclists have been hit by cars, many hospitalised. Most cyclists have been abused by motorists when they're on the road. Cyclists are reducing congestion, they're reducing emissions, they're reducing the burden on our healthcare by being active and right now they're reducing demand on fuel supplies
- Ignore the advice by TMR that "Studies of bicycle operational stability during the last century have shown that a bicycle can become unstable at speeds below 11 km/h":

https://www.tmr.qld.gov.au/_/media/busind/techstdpubs/cycling/speed-management-on-shared-paths.pdf

Regarding footpaths, it is unclear what is a footpath and what is a shared path when riding in the suburbs. This would cause confusion for riders. There also exists currently in legislation the requirement to give way to pedestrians, keep left, & ride with due care and attention. If these rules are followed and enforced, there should be no need for speed restrictions.

We recommend:

Maintain the current rules for riding on footpaths and shared paths.

2. Licence Requirement for Riding an E-bike or PMD

The Bill requires riders to “hold a valid driver licence of any type or class”.

This requirement will disproportionately affect:

- **Older riders** who have surrendered their licence but remain active cyclists.
- **People with disabilities** who cannot hold a licence but rely on e-assist for mobility

The Explanatory Notes acknowledge that the purpose is to ensure “basic road rule knowledge”, but this is not relevant on shared paths, which is off-road, low-risk, and separated from traffic. It is also inconsistent with rules for normal bikes that don’t have this requirement. Requiring a licence for a e-bike is unprecedented internationally. Riders of compliant EN15194 e-bikes should not require a driver licence.

We recommend:

Remove the licence requirement for riding a compliant EN15194 e-bike.

3. Impacts of Mandating Immediate Compliance with EN 15194:2017+A1:2023

A further concern is the Bill’s requirement that compliant e-bikes must meet the new EN 15194:2017+A1:2023 standard.

Furthermore, there is an anomaly in that the Notes only refer to EN 15194.

Electric Bikes Brisbane have advised that bicycles built to this updated specification are only now entering global supply chains, with only a very small number delivered into Australia to date.

Mandating immediate compliance would therefore render tens of thousands of existing EN 15194-compliant e-bikes technically illegal overnight, despite being safe, lawful, and widely used across Queensland.

This would have severe consequences for current owners.

Explicit recognition in the Bill of existing EN 15194-compliant bicycles is essential to ensure that safe, legal e-bikes already in use remain legal.

We recommend:

Introduce a clear provision so all existing EN 15194-compliant e-bikes remain lawful and usable.

Broader Impact on Cyclists

The Bill—as is will:

- Reduce e-bike numbers and force people back into cars on already congested roads.
- Reduce accessibility for older riders and people with disabilities
- Force e-bike riders onto the road risking their safety
- Create confusion and compliance anxiety among riders

Summary of ATGMS Recommendations

1. Ensure the Bill clearly distinguishes between legal e-bikes and illegal electric motorbikes, which are the true source of community concern.
2. Maintain the current rules for riding on footpaths and shared paths.
3. Remove the licence requirement for riding a compliant EN15194 e-bike.
4. Introduce a clear provision so all existing EN 15194-compliant e-bikes remain lawful and usable.



John Waight, Committee Member
Ashgrove /The Gap Men's Shed Inc.