

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

Submission No: 1488

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I am a bicycle shop in Agnes Water Qld and have been in the bicycle industry for 35 years.

I feel the imposed laws surrounding e-bikes are going to adversely affect the majority of e-bike riders for the sake of the minority of e-bike (and e motor bike) riders that are causing safety issues to the public and themselves on roads.

I feel behaviour of the minority is the big issue and tighter general legislation that punishes the elderly that can't drive a car, the disabled community, 13-16 year old school children that do the right thing and rely on there e-bikes for transport , commuters that need to travel at normal bicycle speeds on shared bike ways to avoid busy roads is not the way this should be addressed.

Absolutely those with a blatant disregard for road rules, ridding excessively high powered unregistered electric devices need to be stopped with heavy swift enforcement , the same way the law goes heavy towards hoon driving , speeding over 40km/h above the speed limit (dangerous operation of a motor vehicle) but this e-bike legislation response is like saying to motorists let's take your drivers licence off some of you because of the way the minority with a disregard for others drive, let's make the already slow vehicle speed limits slower. It doesn't solve the issue and makes no sense.

There is so much I can go into from a bicycle industry perspective that I disagree with in relation to e-bike legislation but regardless of that the knee jerk blanket legislation due to public / media attention around the behaviours of these minority group riders (10-18 year olds with no regard for anyone) that will likely drive in a similar manner when / if they get a driver licence is not the way to take control of the behaviours of the few.

Heavy heavy penalties for those risking their lives and others with reckless riding , excessive high speeds absolutely. Bikes seized, forfeited, heavy fines and court action absolutely. But for the average person just commuting in a respectable way at speeds no faster than I can right ride my road pedal bicycle with no legal consequences to be penalised is not the way this needs to be done.

Further to being in the bicycle industry since the late 80s I've also served 18 years a police officer , and 5 years as a fire fighter. I consider my experiences within the emergency services for 23 years and my history within the cycling industry should be considered as a credible if not some what expert opinion unless those that have past and pushed for this legislation can say they have the same experience in these areas. I'm sorry statistic based information around e-bikes , crashes is only a very small part that should be looked at when deciding these drastic law changes. I would argue if a study was completed about non motorists bicycle, skateboard, scooter accident admissions through Australian hospitals the ebike ratio of incidents may not look that drastic.

The same way our courts are daily filled with those in society that show little accountability for their actions, no regard for safety of others is the same demographic of society that needs to be targeted with their E device behaviours, not restrictions on the other 95 percent trying to do the right thing.

Regards Ciaron Rush

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