

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

Submission No: 1915

Submission By: Endeavour Foundation

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Dear Committee Members

Subject: Submission on the Managing E-mobility Use and Protecting Our Communities Bill

On behalf of Endeavour Foundation, I wish to thank the committee for the opportunity to provide a submission, outlining the expected impact of proposed e-bike safety laws.

Endeavour Foundation - one of Australia's largest disability support organisations and the largest employer of people with intellectual disability in Australia - welcomes the Queensland Government's efforts to improve community safety through its Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026.

The bill includes much-needed changes that will create safer roads, footpaths and public spaces for all Queenslanders, including many people with disability.

However, as an organisation that supports people with intellectual disability, Endeavour Foundation is concerned that the proposed laws will have unintended consequences when they are applied to low-powered, speed-limited cycles, also known as Electrically Power-Assisted Cycles or EPACs, which are used by many people with disability.

Given people with intellectual disability on average experience 13 comorbidities, pedal assisted e-bikes and e-trikes enable them to enjoy the physical, social and psychological benefits of riding on bike paths, with help to overcome the associated physical challenges where required.

Issue 1: Licencing requirements

Under the proposed law, these riders would be required to acquire a valid learner licence and be deemed medically fit to drive a car. These requirements will be a barrier to many people with intellectual disability who rely on pedal assisted, speed-limited e-bikes and e-trikes as their primary form of transport and those that ride e-bikes and e-trikes socially under the supervision of a competent person.

For example, intellectual disability often results in limitations in learning, information processing and problem-solving, without limiting an individual's ability to ride safely and follow road rules.

The online study required to pass a learner test may well mean pedal assisted speed-limited e-cycles become out of reach for these people.

Additionally, some medical conditions rightly limit people from driving motor vehicles, however applying the requirements to EPACs, that are limited to 25km/h, is an unnecessary barrier for people with disability and older Australians who pose little risk to their own or the public's safety.

Making possibilities a reality for people with disability

- **Recommendation:** Provide an exemption to licence requirement for riders who meet one of the following three conditions:
 1. They will only ride when accompanied by a competent person, such as a support worker, adult friend or adult family member who holds a licence
 2. They require an e-bike or e-trike to travel to a place of work, that is less than 5 kilometres from their place of residence
 3. They can demonstrate their understanding of essential road safety rules via completion of an alternative, accessible road safety test designed for people with intellectual disability.

Issues 2: 10 km/h Limits on Shared Paths

Proposed section 24C imposes a 10 km/h limit for EPAC riders on footpaths and shared paths.

Shared paths are designed for joint use by pedestrians and cyclists. Conventional mechanical bicycles and tricycles travel comfortably at 15–25 km/h.

Imposing a 10km/h limit on footpaths and shared paths would result in e-bike riders travelling at a significantly lower speed than mechanical cyclists, increasing speed differentials and the risk of collisions rather than reducing them. For people with disability commuting meaningful distances, a 10 km/h cap makes these devices impractical.

An alternative to Section 24C could be to require a minimum 1 metre passing distance (or slow to 15 km/h where this is not possible) for all bike riders when passing pedestrians — consistent with the rule requiring motorists to allow clearance when passing cyclists.

- **Recommendation:** Remove the 10 km/h limit on designated shared paths and cycleways and continue with the generally adopted principle of courtesy and respect when riding with other users, including pedestrians and mechanical cyclists.

Issue 3: Minimum riding age of 16+ for e-bikes

The minimum age in section 78B will unintentionally exclude young people with disability who use pedal-assisted e-bikes and e-trikes as part of supported community participation.

For children with cerebral palsy, muscular dystrophy or acquired brain injuries, the electric assist function is often what makes riding possible at all.

- **Recommendation:** Exempt compliant pedal-assisted e-bikes and Personal Mobility Devices from the minimum age requirement, when ridden by someone who is supervised by a competent person, such as a support worker, adult friend or adult family member who holds a licence.

Issue 4 E-Trikes left in a legislative grey area

The Bill defines EPACs by reference to EN 15194:2017, a European standard designed specifically for two-wheeled bicycles. Three-wheeled e-trikes cannot comply with this standard by design, as it includes dimensional criteria that a tricycle structurally cannot meet.

As a result, compliant e-trikes — which operate identically to e-bikes in terms of speed-limitations and pedal-assist — would be classified as 'prohibited bikes' rather than EPACs, forcing riders through a cumbersome special circumstance permit process. E-trikes are widely used by people with balance impairments, limb differences and neurological conditions for whom a two-wheeled bike is unsafe or impossible. Riding an e-trike is an enormous source of joy to many people with intellectual disability, providing the means for them to participate in this simple pleasure with friends and family.

- **Recommendation:** Explicitly recognise compliant electric tricycles as bicycles under the Act, independent of EN 15194 compliance, provided they meet the three key power criteria: maximum pedal-assisted speed of 25 km/h; throttle limited to 10 km/h; and motor power not exceeding 250W (or higher where medically indicated).

The cost of not amending the act

Endeavour Foundation anticipates increased cost to the National Disability Insurance Scheme (NDIS), increased cost for the Queensland Taxi Subsidy Scheme (TSS), and greater pressure on accessible taxi services, should this legislation be passed into law in the current form.

Without the option to use an e-scooter, e-bike or e-trike, a number of people with intellectual disability would become reliant on a support worker to drive them to work or appointments (with significant cost to them for mileage, and to the NDIS), or alternatively they would be required to take a taxi on a daily basis, creating additional cost to the TSS which is funded by the Department of Transport and Main Roads (TMR).

For context the TSS currently subsidises taxi travel for people with disability who meet eligibility criteria, paying half the value of a member's taxi fare, up to a maximum of \$30 per trip.

Both options result in reduced independence as part of the community, and an increased reliance on formal paid supports.

For example, after a brief and not exhaustive survey of Endeavour Foundation's services we found at least 12 of 15 Social Enterprises in Queensland reported having one or several employees with disability who commute to work with e-cycles, in rural, regional, suburban and urban locations.

Conclusion

While the Queensland Government should be applauded for taking a strong stance on e-scooter and e-bike safety, we ask the government to reconsider the changes that disproportionately impact people with a disability who rely on speed-limited e-bikes for independent transport and community participation.

We thank the committee for considering our submission.

Andrew Chesterman, CEO of Endeavour Foundation would be willing to provide testimony at the committee hearings if required.

Sincerely,



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