

**INQUIRY INTO USE OF E-SCOOTERS, E-BIKES AND
RELATED MOBILITY OPTIONS**

Name: Name suppressed

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Partially
Confidential

The global research proves there is an elevated risk to both users of e-bikes/scooters (EB) and the community.

Current research mainly analyzes injury-monitoring data. Studies have shown that 27.6% of fatal bicycle accidents in the Netherlands involved EB in 2017; in Israel, a total of 3686 hospitalized cases were related to EB during 2014–2019 and 84.92% oral and maxillofacial injuries were attributed to EB; and in the United States, there were 130,000 ERTI cases from 2000 to 2017, accounting for 5.3% of the total number of injuries in the emergency department. Among them, 17% of EB caused serious injuries such as traumatic brain injury and internal hemorrhage; in Switzerland, the incidence of ERTI is 17%, and the main causes of injuries are road skidding, riding too fast, and being unable to maintain balance. (<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC9100098/>)

There is an opportunity to bridge the divide between the risks and the environmental benefits with clarity around usage.

My observation in the community is that they are unfortunately often being used as an unlicensed motorbike, instead of a motorised bicycle. The determination needs to be made which road rules apply and communicated effectively.

My view is that as per any other motorised vehicle, EBs should have appropriate restrictions around usage on roads and paths:

- age based, although younger than traditional vehicle licenses, a lite restriction to ages 14 and older
- location based, must be used in bike lanes and follow traditional cycle on road rules
- speed restriction, limited to 40km ph at all times, based on safe guidelines around school zones