

**Submission
No 52**

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

Name: Mr Richard Green

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Road rules should be enforced for all ebike users, with regards to illegal modifications, and riding on foot paths.

Bike paths should be supported and be a required part for any road design. Designs should prioritised separated bike paths over cars. Bike paths must not dump riders in the middle of intersections.

Bikes parked across public footpaths and blocking pedestrians should be removed by council or private clamping companies and their owners may be required to pay for their return. Children under 17 on bicycles should be allowed to ride on footpaths to facilitate their use for transport to schools, and may be supervised by adults. The speed limit on footpaths should be 15km/h and they must give way to pedestrians at all time. Penalties will include confiscation of bicycle.

eScooters should be classified as bicycles.

Some ebikes are very heavy and more likely to cause injury in the event of a collision. Bikes which are over a certain weight, and power to weight ratio should be classified as motor bikes, and registrations and insurance should be required for them. This should include a road worthiness test which would fail if illegal modifications have been made.

Restricted parking zones rules should be changed to apply to all vehicles classified as motorbike, similarly to the way they are applied to motor cars. Councils may choose to designate some parking spaces to motor bikes to encourage their use if they wish to continue to offer their users free parking.

Unauthorised obstruction parking on bike paths should attract a significant penalty which is administered by both council rangers and police. An obstruction will include other motor vehicles, trailers, and temporary signage for other road works.