

The Hon. John Graham MLC
Minister for Transport
52 Martin Place
SYDNEY NSW 2000

29th April 2026

Email: [via website](#)

Bicycle NSW concern about e-bike trauma data

Dear John,

Bicycle NSW was extremely concerned to listen to the debate and discussion at the E-Bike Minimum Age Roundtable on 23rd April.

So far, the NSW Government has been very focused on e-mobility policy decisions based on sound data and risk mitigation measures. The converted e-bike ban on trains was one such example. The e-bike reforms announced this year have continued to demonstrate this sensible, evidence-based approach which, as you are aware, we very much support.

However, at the roundtable, I was dismayed that a number of the speakers confused the data and facts around e-bike use, operation and risk. Indeed, sections of the roundtable information pack were peppered with inaccuracies. The presentation slides at the NSW Road Safety Advisory Council meeting on 22nd April and previous meetings were similarly flawed.

The key issue is that trauma data for e-bikes continues to be presented without separating incidents relating to safe and legal e-bikes from incidents involving illegal devices.

I have sought this information several times from the Centre for Road Safety as it is critical we have the correct data when making evidence-based regulatory decisions. Despite my requests for accurate reporting, data for hospitalisation, injuries and deaths is still shown under an 'e-bikes' category when it is not (generally) related to e-bikes at all.

It is also important that statistics clearly set out what other road users were involved in each incident, what behavioural factors contributed to the incident, whether a passenger was involved and whether the device was privately-owned or rented from a shared scheme.

Transport for NSW states that 'e-bike' data is considered reliable from 2020 but this is absolutely not the case.

Bicycle NSW has collected data in recent years from our own insurance claims history, other state bicycle bodies in Australia, the NSW Police, media reports and stakeholder information. This tells an accurate story. The crash figures for legal, low-powered e-bikes are extremely low. **The vast majority of crashes, hospitalisations and fatalities result from the illegal use of high-powered, high-speed e-devices.** Our research included asking the police experts who analyse serious crash incidents how many of the bikes involved are high-powered illegal devices, and we were confidently told "all of them".

Minister, I urge you to instruct the Centre for Road Safety to publish much more accurate and detailed data before any further decisions are made on e-bike regulation, particularly in relation to the proposed minimum age.

Finally, I'd like to take this opportunity to reiterate **Bicycle NSW's position on age restrictions**.

Introducing the EN15194 standard for e-bikes in NSW is an incredibly positive step forward. Ensuring teenagers are able to ride these legal, safe and compliant low-powered e-bikes is not only fair but a logical and practical decision.

Teenagers benefit hugely from affordable, safe and convenient transport to connect with education and school, attend their first job and attend vital social, sporting and recreational activities which are critical for their health, wellbeing and development.

I was pleased to hear from 5 young participants at last week's roundtable who spoke on behalf of their peers and clearly articulated the many critical reasons for allowing young people to use e-bikes. These included the above reasons but also many more.

An age limit will be very difficult to introduce, monitor and enforce but if an age limit is unavoidable, then **12 years old would be the only logical age** as it is the transition between primary and high school.

The critical point is that managing the risk to younger people is not about banning them from riding all e-bikes. **It is just a matter of ensuring they are riding the safe, legal and compliant EN15194 e-bikes which pose little to no risk.**

Bicycle NSW has a number of ideas and suggestions on how to implement this type of nuanced regulation to keep teenagers and all other road users safe.

I thank you for your time concerning this matter.

Yours sincerely,



Peter McLean

Chief Executive Officer
Bicycle NSW

cc:

The Hon. Jenny Aitchison MP
Josh Murray

Minister for Road and Regional Transport
Secretary Transport for NSW

office@aitchison.minister.nsw.gov.au
secretary@transport.nsw.gov.au

Bicycle NSW has been the peak bicycle advocacy group in NSW for fifty years, and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.