

NON-REGISTERED MOTORISED VEHICLES

Name: Name Suppressed
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Partially Confidential

RE: Powered Bicycles.

I recently purchased a 200w restricted petrol engine and fitted it to my bike and thought I would submit this email to show the positive benefits of this. I ride fairly short distances like to the supermarket and back home again and the engine makes this possible. Without the engine it would take 5 times longer meaning by the time I got home the frozen goods would no longer be frozen, public transport or walking would take perhaps 20 times longer. I ride with helmet and lights and obey the road rules and I think it would be a travesty if the legislation changed to deem these vehicles un-roadworthy. All that needs to occur is to implement simple rules to govern the use of my vehicle and others like it being reviewed by parliament and for those in authority to see the benefits far outway the possible negatives.

Simple rules:

The police have the discretion to determine if a vehicle is unsafe or is being operated in an unsafe fashion and issue a fine accordingly.(ie not obeying road rules already in place)

Vehicles with electric/petrol engines (restricted power) cannot be used on footpath with engine engaged.

Vehicle users must hold some form of licence so it is assured they know the general road rules. (this would stop under 16yo's. from riding powered bicycles)

Vehicles must not exceed a certain speed limit (say 40 kph).

Vehicles must have fully functioning brakes on both front and rear wheels.

Vehicles must not be used in heavy traffic areas eg. city areas, main roads, in peak hour traffic etc.

Benefits:

Time of travel is dramatically decreased with a fitted electric/petrol engine, and as they say, time is money.

The impact on the environment due to reduced pollution is substantial. For example to drive to my local supermarket which is 5kms away would take about 0.5 litres of petrol, but with my motorised bike I could travel about 50 kms. That is a 900% reduction in greenhouse gases!

When used in a safe manner and in accordance with the road rules bikes with engines fitted whether petrol or electric are as safe as regular bicycles. A trained bicyclist can easily match the road speed of a bike fitted with a 200watt engine.

An acquaintance of mine has a damaged knee and without his electric powered bike he would be at a great disadvantage when it comes to mobility and freedom.

I hope this brief email is taken under consideration. With regard to injuries and insurance it is impossible to police this unless parliament decides to make all bicycles users pay an annual insurance fee which is logistically impossible. For example I ride my motorised petrol bike with engine engaged on flat ground and uphill but regularly turn off the engine when coasting downhill to save fuel, if I had to pay insurance then while coasting downhill I'd be uninsured because I would be only riding a bike with an engine as mere non-functioning, albeit temporary, attachment. With regard to power output I think 200 watt is about right although on steep hills I still have to get off my bike and push. Maybe an increase to 250 watts would be good as long as that didn't mean extra top end speed because this is what can cause accidents and injuries. The problem lies with speed not power.

I hope this email helps to persuade parliament that motorised bicycles are safe if used responsibly and are valuable to reduce pollution (and using them is easily regulated by ensuring that motorised bike users have a drivers licence of any form). They are also really fun and don't we all deserve some? Maybe the solution is to reduce car lanes and increase bike/motorised bike/motorbike lanes, the population is growing and traffic is getting worse. I implore you not to stymie the future

development of transport infrastructure of our society by imposing laws that do not account for both the benefits and simplicity of motorised bicycles.