

Personal Mobility Devices in South Australia

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Government of South Australia
Department for Infrastructure
and Transport

Build.
Move.
Connect.

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We acknowledge the Traditional Custodians of the Country throughout South Australia and recognise their continuing connection to land and waters.

We pay our respects to the diversity of cultures, significance of contributions and to Elders past, present and emerging.

Build Move Connect.

by Jaylene Ware

Wirangu, Kokatha and Antakirinja
Matu-Yankunytjatjara Artist



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Personal Mobility Devices in South Australia

Introduction

Work is currently underway at a national level to develop a harmonised regulatory framework for electric mobility devices, including Personal Mobility Devices (PMDs) and e-bikes. This work aims to ensure the safe and consistent supply and use of these devices in the Australian market, while still promoting mobility and innovation.

Separate to the work being considered at a national level, the South Australian Government, when it implemented the PMD regulatory framework in July 2025, committed to reviewing the operation of the rules to ensure they are fit for purpose, safe and enforceable. Although e-bikes are regulated separately, they are being included in this review in response to their increasing use and concerns raised about their safe operation.

As part of this review, the South Australian Government is consulting with privately owned PMD users and the broader community on whether the current regulatory framework is suitable and whether changes or improvements are needed. To support this process, separate Discussion Papers and surveys have been developed for both the PMD and e-bike regulatory frameworks.

It is important that you read both papers before completing the surveys.

Background

Personal mobility devices in South Australia

Since 13 July 2025, South Australians aged 16 years and over can legally ride privately owned e-scooters and other PMDs on some public roads and paths.

The PMD regulatory framework in South Australia was informed by:

- Outcomes of South Australia's e-scooter trials.
- Community consultation conducted in 2023.
- Research conducted by the University of Adelaide's Centre for Automotive and Safety Research [Full Publication List | Centre for Automotive Safety Research](#) .
- Engagement with key stakeholders, including South Australia Police and industry experts.
- National Transport Commission model framework, [NTC - Barriers to the safe use of innovative vehicles and motorised mobility devices](#)
- Interstate and international frameworks.

A public education campaign on the PMD regulatory framework was delivered during July and August 2025 to inform the public about the new rules. The State Government committed to reviewing the operation of the new rules to ensure the regulatory framework is fit-for-purpose, safe and enforceable.

Legal PMDs, when used responsibly, play an important role in our transport system. They provide convenient and affordable short trip opportunities, reduce car dependence, support environmental outcomes, and provide independence for some people within the community.

However, the use of illegal PMDs and the irresponsible use of legal PMDs, present significant challenges within community environments, particularly around safety for the rider and other road users, including pedestrians. Unsafe and irresponsible use of PMDs includes:

- Exceeding speed limits.
- Riding in prohibited environments.
- Underage riding.
- Carrying passengers.
- Failing to wear a helmet.

Such behaviour may increase crash risk and severity, which can place pressure on emergency departments and the wider health system.

What is a personal mobility device?

A PMD is currently defined in South Australia and includes devices like:

- Electric scooters (e-scooters).
- Electric skateboards (e-skateboards).
- Electric single wheel self-balancing devices.

A PMD fitted with a seat is legal to ride provided it meets the requirements.

The following vehicles or devices are not PMDs:

- Vehicles with pedals, such as e-bikes.
- Motorised mobility devices, such as mobility scooters or motorised wheelchairs.
- Wheeled recreational devices without a motor, such as skateboards, roller skates and foot scooters.
- Any electrically powered device designed for one person that does not fit within the requirements listed below in the discussion.

Personal mobility device regulatory framework in South Australia

The PMD regulatory framework in South Australia includes:

- The definition of a PMD, which covers its dimensions, weight limits and requires the device to meet an applicable electrical safety standard.
- The minimum age of a rider.
- The rules that apply to riders when riding a PMD.
- That a driver's licence and registration are not required.
- That there is no Compulsory Third Party (CTP) insurance.
- Where a rider can ride a PMD.
- The speed limits that apply.
- Public transport access.
- The commercial operations of PMDs.
- Offences and penalties.

For more information on the rules, visit [My Licence - Personal Mobility Devices](#).

Insurance and liability

As PMDs are not required to be registered, CTP insurance does not apply to PMDs.

If, while using a PMD, a rider injures a third party or damages property they could be liable. Bicycle SA has made an insurance product available.

Road crash data reports on personal mobility devices in South Australia

While PMDs have only been legal to operate in South Australia since 13 July 2025, in practice these devices have been used on the road network for some time and trials of commercial hire and ride e-scooters have been in operation.

Road crash data provided by South Australia Police indicates that in the last five years (2020-2024) there have been 83 casualty crashes involving a PMD in South Australia. These crashes were comprised of:

- 57 minor injury crashes.
- 26 serious injury crashes.
- Zero lives lost crashes.

Preliminary road crash data reports one PMD rider lost their life in 2025. This was the first PMD rider to lose their life on South Australia's roads.

Note: this data does not differentiate between the use of commercial hire e-scooters and privately owned PMDs, nor between compliant and non-compliant PMDs.

International research has shown that police crash data under-captures e-mobility device injuries when compared with hospital and trauma data, as many incidents involve single-vehicle falls, occur on footpaths or shared paths, or do not result in police attendance.

Crashes involving e-mobility devices have been identified as an emerging priority at the National Road Safety Data Working group, where Commonwealth, state and territory agencies are working together to better understand these crashes.

Offences and Penalties

In South Australia, penalties apply to riders who break the PMD rules. Offences may result in fines and, in some cases, demerit points. Riders may also receive multiple fines if several offences are committed at the same time.

South Australia Police are responsible for enforcing the rules around PMD use. In December 2025 and again in February 2026, South Australia Police conducted operations targeting reckless riding and non-compliance with the road rules. Most offences identified related to riders not wearing a helmet.

Under the current regulatory framework, the minimum age to use a PMD is 16 years. To support this requirement, a specific offence for underage riding was introduced under the PMD regulatory framework.

While an expiation notice cannot be issued to a child (a person under the age of 16 years) under the Expiation of Offences Act 1966, there are diversionary processes available that would allow for appropriate sanctions for the offending. In South Australia, these processes aim to divert young offenders from the formal court system, particularly for minor offences, and to address the underlying issues contributing to their behaviour. These processes include informal and formal police cautions and Family Conferences.

The below table summarises the main offences and penalties for PMD misuse. The list is not exhaustive.

Penalty amounts are as at 1 July 2026.

Offence	Maximum court-imposed penalty	Fine amount
Exceeding speed limit on PMD: <ul style="list-style-type: none"> 10km/h on footpath, shared paths and beaches 25km/h on bicycle paths or separated paths 25km/h in a bike lane or on a road 	\$2,500	\$222
Riding a PMD (that is not an e-scooter) on a road with a speed limit greater than 50km/h per hour	\$2,500	\$484
Riding an e-scooter on a road (not in an operating bike lane) with a speed limit greater than 60km/h, or	\$2,500	\$484

Offence	Maximum court-imposed penalty	Fine amount
Riding an e-scooter on a road with a speed limit of 60km/h but not in a bike lane		
Riding a PMD where other devices, such as bicycles, push scooters, skateboards and rollerblades are not permitted	\$2,500	\$72
Riding a PMD with a passenger	\$2,500	\$133
Person under 16 years of age riding a PMD (not permitted to ride a PMD)	\$2,500	N/A
Adult allowing a person under 16 years of age to ride or be carried on PMD (penalty applies to the adult)	\$2,500	\$133
Towing a trailer or any other device behind a PMD	\$2,500	\$72
Riding a PMD alongside another PMD	\$2,500	\$72
Riding a PMD under the influence of any alcohol or drugs	\$500	N/A
PMD rider failing to give warning to pedestrians or other persons to avert danger	\$2,500	\$72
Failing to wear an approved helmet while riding a PMD	\$2,500	\$133
Using a mobile phone while riding a PMD	\$2,500	\$72

Important - An additional Victims of Crime levy applies to all of the fines listed above.

Personal mobility devices in other Australian states and territories

In addition to South Australia, the following states and territories currently permit the use of PMDs (including private use) on their road networks:

- Australian Capital Territory.
- Western Australia.
- Tasmania.
- Queensland.
- Victoria (for e-scooters only).

New South Wales and the Northern Territory do not permit the use of privately owned PMDs but are conducting public trials of hire and ride e-scooters.

Discussion

Review of the rules in South Australia

The South Australian Government is consulting with privately owned PMD users and the broader community on whether the current regulatory framework is suitable and whether changes or improvements are needed.

The Department for Infrastructure and Transport is interested in receiving PMD user, community and public feedback on the following topics:

- Key considerations to improve safety in South Australia.
- Use of PMDs and incidents.
- Device specifications (e.g. size and weight).
- The minimum age of a rider.
- Speed limits and road network access (e.g. use on roads, bicycle lanes, footpaths, etc).
- Seizure and destruction of illegal devices.
- Drug and alcohol testing for PMD riders.

Key considerations to improve safety in South Australia

Legal PMDs are allowed to be ridden on footpaths, shared paths and some roads in South Australia. It is important to consider how safety can be maintained, particularly in shared infrastructure environments.

This consultation seeks views on the key considerations that may improve safety within the South Australian community, such as regulatory amendments (device size and weight, access, speed, age), improved community education, infrastructure investment and strengthened enforcement.

Use of personal mobility devices and incidents

As the uptake of PMD use increases in South Australia, it is important to understand how these devices are being used within the community to ensure that the regulatory framework remains fit for purpose.

This consultation seeks community feedback on personal use or observed PMD use (including use by family members), any incidents experienced, and any observations of rule-breaking behaviour.

Device specifications

In South Australia, a legal PMD needs to meet the following specifications:

- Has one or more wheels; and
- Is propelled by one or more electric motors; and
- Is designed for use by a single person only; and
- Has an effective stopping system controlled by using brakes, gears or motor control; and
- Has no sharp protrusions; and
- Has a bell, horn or similar warning device in working order; and
- Is not more than 125 cm in length, 70 cm in width and 135 cm in height; and
- Weighs not more than:

- if the Minister has specified a weight by Notice in the Gazette for that vehicle – that weight; or
- in any other case – 45 kg.

- Meets any applicable electrical safety standards; and
- Is not:
 - a bicycle; or
 - a motorised wheelchair.

The current dimensions cover a range of PMDs that are available on the market in South Australia and are considered appropriate for use from a safety perspective. Such devices include e-scooters, e-skateboards and solo-wheels. It does not include segways. Segways are large, heavy devices that are not considered appropriate for footpath use or shared path use where pedestrians are present.

A default device weight limit of 45kg has been chosen as it balances safety concerns with the support for heavier devices that allow for better batteries and safety features, such as improved braking. The Minister for Infrastructure and Transport may approve a higher weight limit for a PMD by notice in the Gazette if it is considered safe and appropriate.

This consultation seeks community views on any appropriate device specification changes or improvements that people would like to see in South Australia, including size and weight requirements, whether a power restriction requirement should be included, and whether devices that meet the definition of a PMD should be required to display compliance labelling for identification purposes.

The minimum age of a rider

Under the current South Australian PMD regulatory framework, a rider of a PMD must be 16 years of age or older.

This minimum age limit aligns with the age a person can obtain a learner's permit for a Car class motor vehicle. This age limit is also consistent with many of the other PMD frameworks implemented in other Australian jurisdictions.

This consultation seeks community views on whether any changes should be made to the minimum age to ride a PMD, and whether there should be other requirements such as holding a Class C (Car) learner's permit.

In order to obtain a learner's permit in South Australia, a person must complete the "myLs" course which focuses on road rules, road safety, and driver attitudes and behaviours.

Access and speed

Under the current South Australian PMD regulatory framework, a rider can legally ride a PMD on:

- Footpaths, shared paths, beaches and road crossings – at a maximum speed of 10 km/h.
- Separated footpaths, bicycle paths or bicycle lanes that are separated from other traffic – at maximum speed of 25 km/h.
- Bicycle lanes on roads where the maximum road speed limit is not greater than 50 km/h – at maximum speed of 25 km/h.
- Roads where the maximum speed limit is not greater than 50 km/h – at maximum speed of 25 km/h.

- Only e-scooters are permitted to use bicycle lanes on roads where the maximum speed limit is 60 km/h, but they must be in the bicycle lane and only during times that the bicycle lane is in operation (if it is not a permanent bicycle lane). A maximum speed limit of 25 km/h applies.

For bike lanes and roads where the speed limit is less than 25 km/h, riders must follow the speed limit of the bike lane or road.

This consultation seeks community views on whether people think there is a need for change to where PMDs are used, including footpaths, shared paths, in bicycle lanes and on roads and their speed limits.

Seizure and destruction of illegal devices

PMDs that are illegal or illegally used can pose increased safety risks to riders, pedestrians and other road users. This is because illegal devices when used may exceed the dimension and weight limits or do not meet electrical safety standards or that riders when using legal devices are operating them in an unsafe manner, such as exceeding the speed limit.

South Australia Police are able to seize and impound an illegal PMD if the rider has committed certain offences but are not able to destroy it without a Court order. South Australia Police are not currently authorised to seize a legal PMD if the rider is found to be using it in an unsafe manner.

In Western Australia, police have powers to immediately seize and later crush illegal e-bikes. These powers enable illegal devices to be removed from the community and support targeted action against dangerous and anti-social riding behaviour.

This consultation seeks community views on whether powers should be provided to South Australia Police to seize and destroy illegal or illegally used PMDs and under what circumstances.

Drug and alcohol testing for PMD riders

South Australia Police do not currently have powers to conduct drug and alcohol testing for riders of legal PMDs, due to PMDs being classed as vehicles and not motor vehicles.

It is an offence for riders of legal PMDs to ride under the influence of any drugs and alcohol and South Australia Police currently rely on other factors to establish whether a rider may be under the influence, such as whether they are showing any impairments which make them incapable of exercising effective control of the PMD.

Providing South Australia Police with the ability to conduct drug and alcohol testing for PMD riders would assist in providing an accurate determination of whether a PMD rider may be under the influence of drugs and alcohol.

This consultation seeks community views on whether powers should be provided to South Australia Police to conduct drug and alcohol testing for legal PMD riders.

It is important to note that if a person is riding an illegal PMD, they are operating a motor vehicle and South Australia Police currently have powers to conduct drug and alcohol testing and can charge the rider with the same drug and alcohol offences that apply to motor vehicles.