

Inquiry into e-mobility safety and use in Queensland

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Submitted by: [REDACTED]
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Firstly, I'd like to point out to the enquiry that 'the increase in injuries and deaths we are seeing because of unsafe and unlawful riding' (statement from Brent Mickelberg) is a rather unhelpful generalisation. Unsafe and unlawful riding is not the cause of ALL injuries and deaths. While the statement is typical of most road users in QLD, we should be cognisant that it does not absolve all road users of their responsibility. A 9 year old boy was killed in Robina when sharing an e-bike with his father (also injured) [REDACTED]

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[REDACTED]. I recently broke my wrist due to a 2/3 year old toddler bolting out of an open garden gate and onto a footpath. I was travelling on an e-scooter within the legal speed limits but due to the presence of a 5ft garden wall and speed of the - recently scalded - child I was required to take evasive action which, although able to avoid the child and stop, resulted in a clumsy fall and broken wrist. My wife also collided with a car door while riding an 'acoustic' bike 10+ years ago (a relatively common occurrence as I know of 3 other cyclists to whom this has happened - it's not just e-bike riders who have accidents). I'd like to make the following suggestions to the committee:1) Take a leaf out of other countries books and start by prioritising - legally - the safety of firstly pedestrians (eg. Canada), then cyclists/scooter riders (eg. Netherlands) and finally drivers.2) Continue to prosecute people riding e-bikes and e-scooters in breach of the laws. Demand licences for non-pedal assist 'fat-tyre' e-bikes & prosecute where absent.3) In the absence of cycle lanes, then e-bikes and e-scooters should have to go on the road (this is the law in most other countries). In the case of my own accident, then the outcome would have been extremely different had it been a 50-60kg e-bike I had been riding on the footpath (very common in Palm Beach area) and, although the parents of the toddler were very apologetic, the 3 year old is perfectly entitled to run out his garden onto the 'foot'path.4) Enforce no-parking in cycle lanes (example - Cedar House on Bonogin Road which has cars constantly parked in the cycle lane outside). This was a contributory factor in my own accident as parked cars forced me onto the footpath.5) Introduce cycling proficiency tests in schools (or some sort of test for cyclists at school age). I am originally from the UK but this was something all 11 year olds in my area had to do.6) Introduce measures to encourage vehicle drivers to think about other road users - eg in Holland, I believe you fail your driving test if you don't open your car door with your inside hand (to encourage you to look over your shoulder for cyclists prior to opening). Such a simple thing.....7) More dedicated cycle/scooter pathsIn summary, I hope the committee starts with the approach that we should be encouraging environmentally friendly travel. I have a 12km journey to/from work that I am now nervous about making due to other road users (particularly cars). Ironically, I work in the fossil fuel industry so am acutely aware of the accusations levelled at our industry by the same people who won't walk 200m to the local shops. A recent article in the economist listed the 50 best cities to walk in the world - unsurprisingly no city in the US or Australia was present on the list. If we are serious about reducing our climate footprint then we have to learn to live with such modes of transport. Best of luck in your considerations