

## **Inquiry into e-mobility safety and use in Queensland**

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### Personal Background

I'm an active cyclist and eBike rider, riding for many reasons including fun, health, companionship, environment and budget. I'm now retired, but if I was still commuting I'd get a small, folding e-scooter for use in conjunction with public transport so, I fully support the use of both forms of transport, but strongly believe that in QLD there are currently significant inadequacies regarding QLD legislation, communication and enforcement.

### Legislation

The current 25Kph is unreasonably low for powered cycling on roads. Even regular, unpowered cyclists **average** faster than that, so why stop allowing power to the heavier e-bikes at 26Kph? Street-front cycle retailers I've spoken to (who of course are unhappy about the rise of use of the back-door illegal machines) thought 32Kph was the 'sweet spot', and I'd fully agree with that. Having a reasonable max power speed limit encourages law-abidance. Other legislative matters to consider include

- 32Kph max power speed
- bigger penalties (including vehicle confiscation) for users
- bigger penalties for parents of minors
- bigger penalties for suppliers/importers of the devices (and upstream supplier identification by users)
- **requiring** 2 brakes on e-scooters
- reconsidering the 12Kph max limit for cycling on footpaths and shared paths
- ban altogether the use of e-skateboards and single-wheel vehicles on public roads

### Communication and education

- Should be multi-pronged, including schools (school age riders seem to be the most visible offenders), parents forums, cycling clubs and really anywhere that potential users go (eg Centrelink, hospitals, youth clubs, street posters, skate parks?).

Most people (cyclist and non-cyclists) I talk to are unaware of the current legislation, including the fact that cycling and scooters by default can be legally ridden on footpaths. No cyclist wants to come into contact with a pedestrian (or their pushchair or dog!), so it would be better for pedestrians and cyclists alike if it was well known that cyclists should sound a bell when approaching pedestrians from behind and ideally the pedestrians keep left when they hear this. Cyclists also need to understand that pedestrians may not be able to hear their bell and so to always pass with caution and that any accidents are always deemed the fault of the cyclist (I guess unless it could be proved that the accident was deliberately caused!).

### Enforcement

- a difficult area for police - a carefree 15 year old riding an unregistered bike capable of on/off road use at speeds up to 70Kph in an area well known to the rider is a dangerous (to everyone) person to apprehend when clearly breaking the law
- Perhaps enable and communicate a community reporting service (which could even allow anonymous reporting) of the location of these devices. All e-scooters and e-bikes 'live' somewhere, and in the great majority cases locals in that street will be aware of (and indeed concerned about) the bikes (in particular where they are involved in high-speed usage). With police already overburdened by high priority issues like DV, investigating such reports could be a low-priority activity (even initially possibly office-based or outsourced) which could provide both prevention and enforcement. Both investigation and enforcement activity would be informally (and quite effectively) communicated by social media within this largely youthful community
- Rewarding of cooperation by apprehended offenders in identifying other potential offenders could organically promote further inquiries in a safe way