

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

**Submission No:** 48

**Submitted by:** [REDACTED]

**Publication:** Making the submission public but withholding your name

**Attachments:** No attachment

### Submitter Comments:

Thank you for the opportunity to comment on this contemporary issue in our society. I am an e-bike owner (we own two, one for my wife). We regularly use the e-bikes for many transport scenarios, including: • Small grocery/shop runs • School runs • Medical appointments • Kids to friends • Kids to parks • Family to the beach. Our primary reason for buying the bikes was environmental, to leave the car turned off and switch to green, electric mobility. We don't yet own an EV, have solar on the house. There are a great many secondary benefits which I won't dive into. I agree that intervention is required for the sake of public safety, welcome the enquiry. I'm concerned about any response striking the right balance. I see the issue in three categories. First category, is the no-brainer, the examples that are not contentious decisions. High-powered electric motorcycles (pegs, not pedals), e-scooters capable of +40kmph, and petrol bike conversions. These vehicles should be outright banned on roads, enforced with on the spot fines (even to minors), and pursue the vendors selling these vehicles for perhaps some due diligence. These vehicles are overwhelmingly in the hands today of minors that don't possess the needed judgement to remain safe and ensure the safety of others. Second category, is the contentious zone. Interventions here are needed many will agree, but must be made carefully, or might involve education rather than enforcement. Children riding cruiser e-bikes with friends on the back with helmets is fine. No helmets, or standing on the passenger pegs to make wheelstands down the road, are not. Riding at 35kmph down an empty street is fine, riding at 20kmph along the esplanade in heavy pedestrian traffic is not. I feel, behaviour-wise, enforcement is needed, some fine/warning scenarios can be considered. High school education programs by emergency services are highly effective IMO. But don't go after aspects of the e-bike that families need and love and can use responsibly. Throttles are not the problem, 25kmph speed limits on bikes are not the problem. Not everyone will agree with me here. Third category, is activity that is absolutely fine, not contentious. Use of park lands or space to allow kids with dirt e-bikes to try advanced riding (warn the dog owners if needed). Let families transport 2 little kids and a dog on one bike, if the parents judge it safe in their circumstance. Let teenagers commute to school and expect drivers to take adequate care around school time. E-bike adoption is soaring because they have massive positives, financial, lifestyle and more. There is no going back to times where there were less bike traffic. Town and city planning projects must consider active transport seriously, e-bike friendly pathways will be used if they are made. Each e-bike journey often means one less car on the road.