

Inquiry into e-mobility safety and use in Queensland

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Submitter Comments:

Thanks for allowing to share our thoughts on this important topic. For PEV devices (Scooters, electric skateboards, EUC's), setting top speed rules of 25km/h in bike lanes and 12km/hr in shared footpath locations and mandatory helmet requirements is a simple and easy way to educate all uses of these devices. Police need a simple framework to be able to enforce these rules easily and confidently to their jobs. Focusing on how fast the rider is using the product rather than how powerful the motors are is very straight forward, just the same way we currently do for policing cars and drivers on our shared roads. I do feel like there is a misalignment though when it comes to non powered bikes being used on footpaths or on bike lanes, these riders travel unrestricted as fast as they want, often in a rush. Non powered bikes are just as dangerous to public safety as PEVs or E-bikes because they travel very high speeds, are large and heavy when an adult is using them and if a collision occurs with a pedestrian then the result isnt good. I know there has been many deaths around the world with bike collision with pedestrians. Having said this, when PEV devices are limited to 25km/hr top speed in bike lanes and non powered e-bikes can go 40km/hr in the same zones, there becomes frustrations by the bikes riders and dangerous riding situations because of the different speeds all these devices are travelling in the same zone. All devices powered or non powered should share the same top speed and mandatory helmet restrictions. Lastly, I feel its important to design a simple set of rules that is Top speed based and location based does make life easier for marketing and education for both law enforcement and the wider rider community.