

Inquiry into e-mobility safety and use in Queensland

Submission No: 240
Submitted by: Ian Ferris
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Submitter Comments:

Subject: Mr Ian Ferris - Parliamentary Inquiry into e-mobility safety and use in Queensland - Our Ref: MC150836

Date: 8 July 2025 at 9:42:56 am AEST

To: "[REDACTED]"

Dear Mr Ferris

Please find attached a response from [REDACTED], General Manager (Land Transport Safety and Regulation).

Regards

[Land Transport Safety and Regulation Correspondence](#) | Office of the General Manager | Land Transport Safety and Regulation Branch
Policy Planning and Investment Division | Department of Transport and Main Roads
W: www.tmr.qld.gov.au

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From: Ian Ferris [REDACTED]

Sent: Friday, June 20, 2025 5:32 PM

To: Transport and Main Roads [REDACTED]

Subject: Re: Parliamentary inquiry into e-mobility safety in Queensland

Sent: Friday, June 20, 2025 5:32 PM

To: Transport and Main Roads [REDACTED]

Subject: Re: Parliamentary inquiry into e-mobility safety in Queensland

The Honourable Brent Mickelberg MP,

Would you please refer my email of 20 May 2025 to the Parliamentary inquiry into e-mobility safety in Queensland.

I have appended the relevant information requested in the Inquiry's guidelines. If something is omitted/or requires clarification don't hesitate to contact me.

Sincerely,

Ian Ferris

Author's full name: Ian Glen Ferris

Organizational authorization: None

Status: Permanent Queensland resident (2011 to date)

Contact information:

[Ian Ferris](#)

[REDACTED]

Privacy: My contact information should not be made public. Likewise, the contact information of my email recipients of 20 May 2025 should not be made public without their prior consent.

From: Ian Ferris [REDACTED]

Subject: Re[1]: eScooters and eSafe

Date: 20 May 2025 at 5:33:12 pm AEST

To: [REDACTED]

[REDACTED]



Honourable Premier,

I would like to bring to your attention an eScooter incident and some suggested actions.

The incident happened on the Sunshine Coast around 1 pm Sunday 11 May 2025 (Fig. 1). I heard a shout while walking down Queen Street and instinctively moved off the footpath to the left; then stopped to face the road. Two men, aged 20 or younger, raced by on eScooters. One had swerved off the footpath and missed me by millimetres. The other was a few metres away travelling at an estimated 40 - 60 km/h.

The incident left me shaken but what disturbed me most was what would have happened if the footpath rider had not regained control of his eScooter and hit the other rider. In that case there was the likelihood of multiple collisions with an oncoming car. Could I have avoided the collision had I been in that hapless driver's situation? The answer is no. In that split second I would have perceived two pedestrians not their vehicles capable of reaching 50 km/h in a few seconds. Had the riders been wearing proper "Formula 1" style safety helmets that visual clue may have flagged a potentially dangerous situation or at least provided some protection for the riders. From my perspective, the oncoming driver could not be held responsible for any collision or injuries. Yet I suspect that would offer little comfort. Certainly there would be none for the young mens' families, first responders or subsequent carers.

I do acknowledge that Queensland's 2022 eScooter legislation and its enforcement by our local police have made pedestrian feel safer, at least along the Sunshine Coast Coastal Pathway. On the other hand, fines and seizures of eScooters by themselves appear insufficient to address what is a growing problem ([Queensland eScooter rules are not slowing rider injuries as emergency departments presentations soar, 2024](#)). I cannot say if the eScooters were fitted with a bell. They were not used and probably would not have been effective under the circumstances. Similarly there is a market failure with respect to automatic alert systems and proximity apps that potentially offer a more reliable warning system for pedestrians and vehicle drivers ([How to Develop an eScooter App, 2024](#)).

I have no doubt that eScooters can reduce the cost of the average commute/sightseeing experience while helping reduce traffic congestion, energy grid instability, carbon emissions and noise pollution. However the growing human and financial cost jeopardizes the rebuilding of our health system and our credentials as a tourist destination. This may be avoid by:

1. Designating lanes for eScooters with radar signs that display actual speed with a corresponding smiley face, sad face and slow down advisories located in accident “hotspots”;
2. Teaching children and inexperienced riders how to ride eScooters defensively including driving on wet and slippery surfaces;
3. Fostering eScooters warning systems that indicate unsafe behaviour like speeding or riding one-handed or while using a phone;
4. Mandating a “kill switch” on new eScooters that allows their remote shutdown by police;
5. Specifying a Beacon/Eddystone Telemetry Data Transmission system for eScooters with a proximity alert system that leverages existing Find My or Find My Device networks and familiar apps. Ideally the system should implement a Bluelink™-like function with parental controls and a battery “health” check to prevent fires;
6. Using “big data” generated by proximity sensors, in real-time, to co-ordinate signals lights and ease chronic traffic congestion;
7. Educating the public about [eSafe](#) and emerging transport issues including the misunderstanding that riding eScooters over 50 km/h or riding while intoxicated is legal; and
8. Deducting demerit points for eScooter riders exceeding the speed limit, riding dangerously or under the influence. If this involves unlicensed individuals then community service could substitute. This could follow Austria’s successful Civil Service programme where young people obtain life-changing experiences while serving in the public health system. There should be other ways offenders redeem their eScooters/become eligible for a driver’s license including participation in [repair cafes](#), [Landcare](#) and programs like [Rangers engaging community and young people](#) and [On Country](#).

The technical expertise to implement such actions exists in Queensland ([eScooters and accidents, 2022](#)). What appears lacking is the co-ordination of an eSafe roadmap and the location of a pilot project to “catalyze” the rollout before 2032.

Standardizing proximity alert systems for eScooters, eBikes and EVs could reduce their cost and attract non-traditional Stakeholders including Australia Smart City Association, The Council of Queensland Insurance Brokers and Independent Tertiary Education Council Australia thus accelerating the adoption of eSafe throughout Queensland.

Thanking you in anticipation for your attention to eSafe and citizens’ well-being,

Ian Ferris

[REDACTED]

[REDACTED]



Conflict of Interest

None. I have no financial interest in organizations or manufacturers cited. Trade Marks are cited for illustration only and not as an endorsement.

Fig. 1 Aerial view showing the approximate position of the incident (mark by “X”) and the direction of travel of the two eScooters. Visibility was excellent at the time but recent rain had saturated the grass verge and parts of the footpath.

