

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

**Submission No:** 245  
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**Attachments:** No attachment

### Submitter Comments:

To Whom It May Concern, I write to express growing concern regarding the rapid proliferation and under-regulation of electric bikes (e-bikes) and electric scooters (e-scooters) across our communities. While these devices offer sustainable transport alternatives, they currently pose significant risks to public safety due to the absence of adequate legal and safety frameworks.

**Key Issues:**

- 1. Public Safety Hazard:** E-bikes and e-scooters, often capable of reaching high speeds, are frequently operated on footpaths and in pedestrian zones. This endangers vulnerable pedestrians, including children, the elderly, and people with disabilities. Numerous incidents have been reported, some resulting in serious injuries.
- 2. Lack of Uniform Regulation:** Unlike other motorised vehicles, e-bikes and e-scooters are largely unregulated. Operators are not required to register their devices, undergo safety training, or demonstrate knowledge of road rules.
- 3. Inconsistent Use of Safety Gear:** Many users operate these devices without helmets or protective gear, further increasing the risk of severe injury in the event of a crash.
- 4. Mechanical Neglect:** There is currently no requirement for regular servicing or safety checks of e-bikes and e-scooters. Poor maintenance contributes to malfunctions and accidents.

**Recommendations:**

To protect public safety while still allowing for innovation in sustainable transport, I urge Parliament to implement the following regulations:

- 1. Mandatory Registration:** E-bikes and e-scooters should be registered in a manner similar to other vehicles. This will allow identification of owners in the event of accidents or offences.
- 2. Footpath Ban:** These devices should not be permitted on footpaths. They should only be used in designated bike lanes or on roads, where appropriate.
- 3. Speed Limiting Measures:** All e-bikes and e-scooters should be required to have speed governors installed, limiting their maximum speed to a safe, enforceable threshold (e.g. 20 km/h in shared areas).
- 4. Compulsory Helmet Use:** Helmets must be made mandatory for all riders, regardless of age or location.
- 5. Regular Safety Servicing:** Devices should undergo mandatory safety inspections and servicing at regular intervals to ensure they remain roadworthy.
- 6. Insurance Requirements:** Just as with other road users, operators of e-bikes and e-scooters should be required to hold third-party liability insurance.

**Conclusion:** While e-bikes and e-scooters provide accessible and environmentally-friendly alternatives to cars, their benefits must not come at the cost of public safety. By treating them with the same seriousness as other vehicles on our roads, we can ensure they are integrated safely and responsibly into our transport systems. I respectfully urge Parliament to take swift action to regulate the use of these devices before further harm is caused.