

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

<b>Submission No:</b>	315
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<b>Publication:</b>	Making the submission and your name public
<b>Attachments:</b>	See attachment
<b>Submitter Comments:</b>	

## **A call to make the laws for Personal Mobility Devices (PMD) the same as push bikes.**

Honourable members of the committee,

I have switched to riding a PMD, e-scooter, 2.5 years ago and I have ridden more than 5200 km just in my 10km commute to the city. A major saving in environment impact. I am lucky that my building has end of trip facilities that are secure. I ride with a full helmet, motorcycle jacket with padding and gloves. I have had replaced all this once after an accident, when an inattentive pedestrian jaywalked straight onto a dedicated cycleway. No injury to pedestrian and minimal to me. This is a significant investment to businesses in the city (Scooter \$2,000 many over \$4,000, Jacket \$400, Helmet \$250, Gloves \$30)

I am very concerned by the number of casual PMD riders on rental equipment not wearing even the minimum of safety equipment (helmet). My anecdotal evidence is at least 50% of escooters users without a helmet. 25% with pillion on an escooter. 10% of cyclist without a helmet. Measured from the Green Bridge to Woolloongabba during my commute. Particularly heavy when tradespeople finish work or start work at the larger sites.

The footpaths are then littered with rental escooters and ebikes. Those that own escooters and ebikes and other PMD are as annoyed by this as pedestrians. I must regularly move rental escooters so I can safely continue.

Currently PMD have a speed restricted capacity to ride on the roads, cycleways and footpath. PMD also have restricted access to roads over 50km/hr. The speed limit (25km/hr) is too slow on the roads and cycleways where I must be permanently vigilant for both cars and push bikes passing me. I must ride on the footpath (12km/hr) while push bikes that are not electric can ride faster on the road. This encourages the illegal use of the roads and illegal speeds to try and maintain a safe separation.

Adding registration to PMD would be counter productive to the active lifestyle and business income generated by the owners and rental companies. Further, to pay a registration fee riders will be expecting something for their money. The current road network is neither safe nor conducive to the use of human propelled and PMD. Roads are dangerously rough on the lefthand gutter and bike paths are disjointed, dangerously ignored and often taken over by self-righteous pedestrians. The expectation will be extensive work on segregation or roadways from motor vehicles and major upkeep on the lefthand edges and gutters to prevent injury or worse.

I am calling for

- **The speed limit to be increased to 35km/hr on metropolitan roads** and Velo1 (no access to highways). This will allow PMD riders to work with traffic in a safe manner. No change on bicycle paths and shared paths or **have the same conditions as push bikes**. For this reason I am in favour of the age restrictions (16+)
- **Access to all metro roads under the same conditions as push bikes**.
- **No longer looking at PMD differently to push bikes** under the road rules. Excessive rules lead to a lack of enforcement. This makes it simpler for law enforcement, the riders and community.
- **Fines for rental escooters being abandoned in dangerous situations** and confiscation with a **cost to restore the PMD to the road to the rental agency**. They can track who abandoned them as they are all geolocated with photos and on charge the fees.