

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

<b>Submission No:</b>	341
<b>Submitted by:</b>	Bryan Dickson
<b>Publication:</b>	Making the submission and your name public
<b>Attachments:</b>	See attachment
<b>Submitter Comments:</b>	

## **SUBMISSION**

### **E-MOBILITY SAFETY AND USE IN QUEENSLAND**

The benefits of E-mobility devices is unquestioned but I hold grave concerns for the safety of pedestrians, the elderly, the handicapped and children in accommodating such devices on our present footpaths.

#### **CURRENT SITUATION:**

The majority of established footpaths were constructed before the advent of E-mobility devices and at a time when populations were considerably smaller.

Queensland now faces the situation of attempting to assimilate the increased populations along with E-mobility devices and cyclists onto footpaths that were never designed to absorb such changes.

This requires examining solutions that enable pedestrians to feel safe and yet provides E-mobility devices and other traffic (i.e bicycles etc) the ability to be able to be used.

This will require a complete re-working of the current laws as they relate to the use of such devices on footpaths.

#### **SUGGESTIONS:**

. Zero Alcohol Level for all e-mobility users – those who exceed this, face the same laws imposed on drivers exceeding alcohol limits.

. Regulations need to be enforced.

. All e-mobility users and cyclists of shared footpaths must slow to 6 kph when approaching and passing pedestrians. They must exercise all means to stay wide of the pedestrian by one metre as is required by motorists when overtaking cyclists on roads.

. Immediate and permanent confiscation of independently owned scooters who are exceeding the speed limit.

. If insufficient space to share footpaths, then e-mobility users and cyclists and banned and must WALK.

. Impose a 6 kph speed limit for ALL E-Mobility users and cyclists on footpaths with no designated lanes for e-mobility users and cyclists.

- . Restrict users of e-mobility devices and cyclists to be able to use footpaths in the CBD's between 7pm and 7am only. At all other times only designated bike lanes can be used.
- . Develop a comprehensive policy for e-scooter users rather than the present ad-hoc system.
- . Reduce vehicle speed limit to 40 kph in CBD and inner city thus enabling a safer environment for all using on-road bike lanes. .
- . When possible, existing shared paths be widened and clearly mark them with physical separation for pedestrians and e-mobility users.
- . If unable to be made wider, then all shared paths should be clearly marked with designated lanes for pedestrians and e-mobility users.
- . If footpaths are too narrow to accommodate e-mobility devices and cyclists in addition to cyclists, signs must be erected banning their use on these footpaths.
- . Impose fines on users who leave scooters in places that block pedestrian flow. This could be easily achieved by the e-scooter companies when scooters are retrieved by relevant scooter companies who would add the fine to the credit card of the e-mobility user.
- . In addition to fines, add license demerit points for any violations by e-mobility devices. For users under the driving age and who do not hold a license, add one year delay to the date that they can apply for a license with subsequent yearly delays for further violations.

Bryan Dickson

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28 May 2025

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### **Submitter Comments:**

I submitted a submission previously but I wanted to add one thing.If Committee Members wish to experience what it is like for many pesestrians, handicapped persons, the elderly and children walking on footpaths in Brisbane there is one thing that you can do.STAND IN THE MIDDLE OF ANY ROAD, BLINDFOLDED AND WITH EAR PLUGS !!!!!!!!!!!!!!!