

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

**Submission No:** 374  
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### Submitter Comments:

While I understand the convenience and commuter benefits of E bikes and scooters and the political desire to make them work as a real transport option, I am concerned about the following issues:1. I often see them being ridden at speeds greater than 25kph on both roads and walkways2. Helmet wearing is not enforced3. Riders can be seen on the wrong side of the road, walkways, disobeying basic traffic rules like red lights, one way streets, mobile phone usage and plugged in to music through earphones and headsets, carrying passengers, not meeting current age restrictions etc4. While the high-powered E Bikes and scooters are faster than mopeds and scooters, they are not required to be licenced or even registered to be operated in public places5. Riders are uninsured against 3rd party damage and the riders are not required to be licenced, know the road rules or carry ID.6. The physics of an E scooter with the rider's centre of gravity so high up above the wheels and so close to the front wheel means that their ability to stop quickly is very limited without going over the handlebars 7. E bikes and scooter riders seem to think that they have the right of way on walkways (pedestrians have to make way) and on roads (motor vehicles keep clear)8. And then there are the hoons riding up on one wheel standing on the saddle and in the traffic between the cars.As a driver of a classic car with a long bonnet and living in an apartment where our driveway crosses over a pavement between buildings (and is basically a blind junction), I am always concerned that a highspeed E bike or scooter will hit me when I am exiting our driveway.I can understand why some communities have had them banned and unless more is done to regulate and enforce (not likely as our police force is already overwhelmed by domestic violence and youth crime) basic road rules, we shall see continued increase in hospital treatments of serious injuries and as well as fatalities to riders, and more and more opposition to these forms of transport from law abiding citizens and affected family members.At the moment, apart from injury and death (and most people believe it won't happen to them), there is almost no consequence for E riders doing it wrong.

So,1. E bikes and scooters need to be licenced and be individually identifiable with a registered keeper2. Riders need to be licenced and at a minimum pass the learners licence road rules tests.3. Riders need to be subject to fines and points like motorists and motorcycle riders4. The importation of high powered and the modification of E bikes/scooters needs to be banned with offending vehicles confiscated5. E bikes and scooters need to carry third party insurance which includes damage to other vehicles6. Policy needs to be set on where they can be ridden, roads, cycle paths or walkways, but definitely not anywhere7. E scooters should have a lower maximum speed than E bikes due to the lower physical ability to stop as quickly and safely 8. Just like motor cyclists, E bikes and scooters should have lights to make them more visible to drivers9. Firm policy needs to be enacted about rights of E bikes and scooters vs pedestrians on walkways and E bikes and scooters vs motor vehicles on roads10. Enforcement is required, particularly in the beginning, to ensure compliance and the current needed behavioural change