

Inquiry into e-mobility safety and use in Queensland

Submission No:	386
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Attachments:	See attachment
Submitter Comments:	

- **benefits of e-mobility devices;**

E-mobility devices offer a fast and economical transport option to the general community – however, they are not safe on shared footpaths

- **safety risks;**

From my understanding (living in Maroochydore) the Sunshine Coast University Hospital has seen a significant increase in attendances at its emergency department from injuries caused by e mobility devices. Not only is this a huge cost to the community, it also adds to the stress/ workload and trauma on the hospitals staff and other emergency workers

From personal experience I have on many occasions, been within a hairs breath of being bold over whilst walking on a footpath. Not only is it the careless inconsideration of the riders, but the factor of enclosing speed and silence. Most people walk at around 5 k's per hour – whilst the speed limit (as I understand it) for e mobility devices is 12k's per hour. Users of footpaths, regardless of their walking pace, are made up of everyone in the community – older people, young kids, small children, walkers with limited mobility etc – and most just casually wander along a “safe” footpath – no longer can they do this, under the current legislation. So here is the solution – DO NOT penalise these people – penalise the offenders/preparators and do it EVER SO HARSHLY!

IF, you are going to allow these devices on footpaths then the speed MUST be limited to *WALKING PACE with a MAXIMUM OF 5K's per hour.*

- **current rules and how they compare with other jurisdictions;**

The current rules are ineffective as they are not policed – why introduce any rule if it is not enforced? – and even if it is enforced, it is only “ticking the box”- make rules that “hurt” the perpetrator/offender so that it has the effect of deterring them from continuing along the same path

- **enforcement approaches;**

In addition to the above, the laws/rules MUST be severe enough to have the perpetrators/offenders change their way of how they go about riding these devices; EG:

- Confiscation – *ON THE FIRST BREACH* and Sell the device, then send the proceeds to the hospitals that are tending to the injured
- IF under the age of 18 (voting age) – *FINE THE PARENTS*
- Subsequent breach, ban them from riding for a minimum of 6 months, with any further breach, increasing to 12 months and then LIFE.

- **importation laws;**

Not sure what is meant by this however, registering the device and licencing the rider should be mandatory

- **communication and education;**

A complete and utter waste of time and money – you can do whatever you like in regards to communication & education training – the riders WILL take ABSOLUTELY no notice of it at all.

- **stakeholder views.**

Other than the public that use footpaths, why are you asking for “stakeholder views” – surely, the public safety IS THE MOST IMPORTANT consideration and MUST be put ahead of any other self-interest.